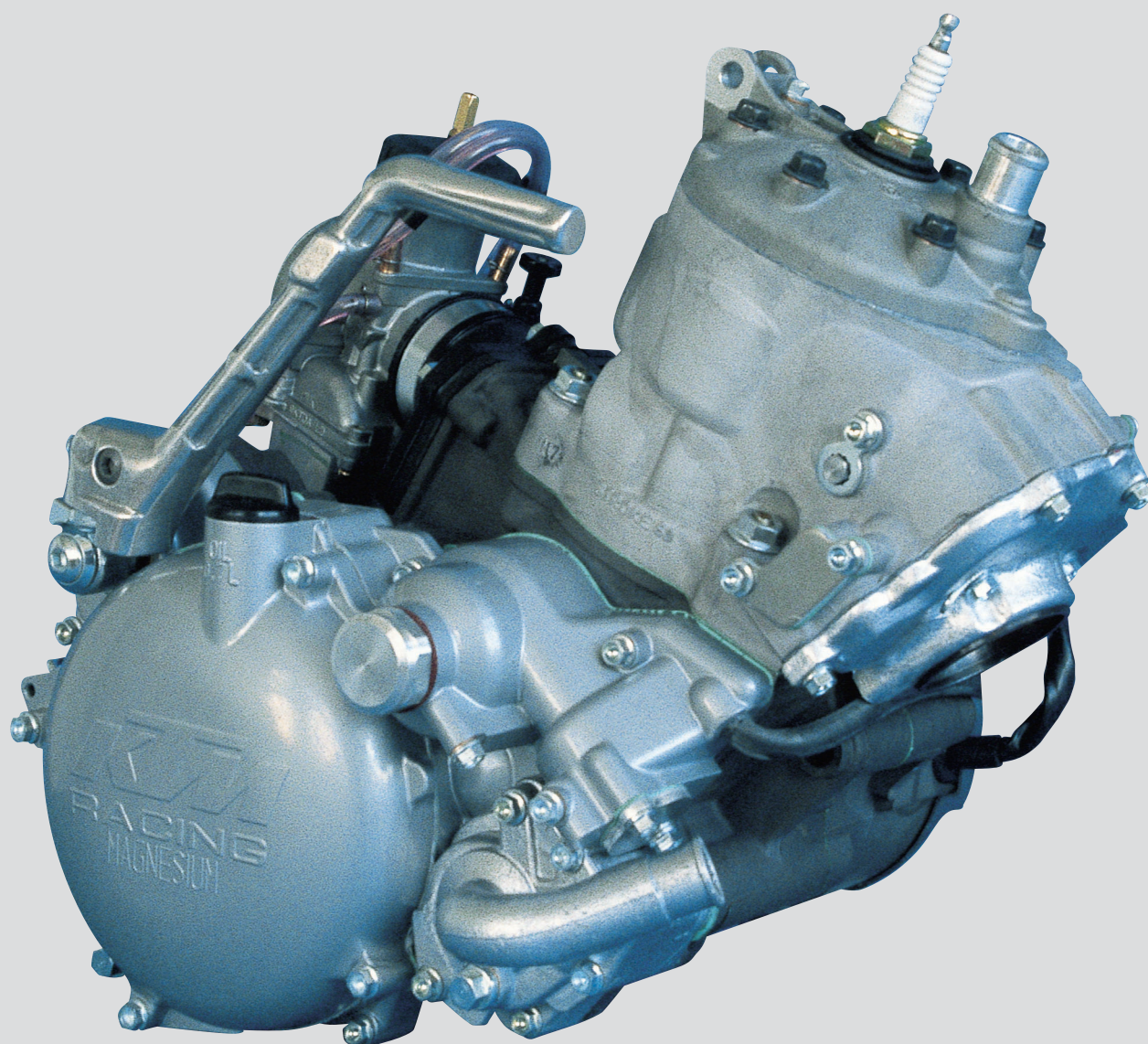




REPAIR MANUAL  
ENGINE



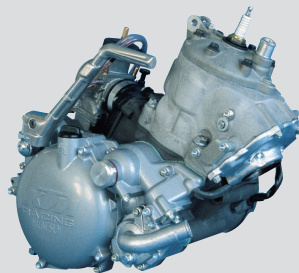
KTM SPORTMOTORCYCLE AG  
5230 Mattighofen  
Austria  
[www.ktm.at](http://www.ktm.at)



**125/200**

**REPAIR  
MANUAL  
ENGINE**

**KTM**  
SPORTMOTORCYCLES





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## **2 GENERAL INFORMATION**

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### **3 REMOVING AND REFITTING ENGINE**

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# IMPORTANT INFORMATION/UPDATING INSTRUCTIONS

To be able to continue using the existing loose-leaf repair instructions, simply print the following pages and insert them in the existing repair instructions:

**15,17,18,21,23,27,39,43,44,69,70,73-85,91,107-129,135-139,155-158**

Remove page (s)	Replace by page (s)	Insert page (s)	after page
2-1	2-1C		
2-2	2-2C bis 2-3C		
		2-6	2-5
3-1	3-1C		
3-4 bis 3-5	3-4C		
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9-1	9-1C		
9-16 bis 9-28	9-16C bis 9-36C		
10-1	10-1C		
10-6	10-6C bis 10-9C		
11-1	11-1C		
11-15	11-15C bis 11-18C		

## KTM REPAIR MANUAL IN LOOSE-LEAF FORM

### *STORING THE REPAIR MANUAL IN THE BINDER*

- Put the index into the binder.
- Put the front page of the repair manual (210x297 mm) into the transparent pocket provided for this purpose on the outside of the binder.
- Put the spine label (170x45 mm) into the transparent pocket provided for this purpose on the spine of the binder.
- Put the summary list of contents (150x297 mm) into the transparent pocket provided for this purpose on the inside of the binder or insert this page on the beginning of the manual.
- Then insert the individual chapters of the manual between the sheets of the index according to the page number printed in the right bottom corner of each page.  
 Example: page no. 3-5                      3 = chapter 3                      5 = page 5  
 All pages with a page number that begins with the digit 3, for example, must be put under the index heading „Chapter 3“.
- Index sheets that have not been marked with a certain chapter are for your personal convenience. The respective headings can be entered in the list of contents.





## EXPLANATION - UPDATING

- 3.205.74-E**    **Repair Manual 125/200 SX, MXC, EXC**  
Basicversion Modelyear 1999  
(Engine number with first digit "9")  
**3/1999**
- 3.205.88-E**    **Updating of Rep.Manual 3.205.74-E**  
Modelyear 2000/2001  
(2000: Engine number with first digit "0")  
(2001: Engine number with first digit "1")  
**8/2000**
- 3.210.27-E**    **Updating of Rep.Manual 3.205.74-E**  
Modelyear 2002  
(Engine number with first digit "2")  
**7/2001**
- 3.206.005-E**    **Updating of Rep.Manual 3.205.74-E**  
Modelyear 2003  
(Engine number with first digit "3")  
**11/2002**

**Modification / Updating:**

Technical Details, Technical Specifications,  
Periodic Maintenance Schedule, Wiring Diagrams



## INTRODUCTION

This repair manual offers extensive repair-instructions and is an up-to-date version that describes the latest models of the series. However, the right to modifications in the interest of technical improvement is reserved without updating the current issue of this manual.

A description of general working modes common in work shops has not been included. Safety rules common in the work shop have also not been listed. We take it for granted that the repairs are made by qualified professionally trained mechanics.

Read through the repair manual before beginning with the repair work.

---

⚠ **WARNING** ⚠

---

**STRICT COMPLIANCE WITH THESE INSTRUCTIONS IS  
ESSENTIAL TO AVOID DANGER TO LIFE AND LIMB.**

---

---

! **CAUTION** !

---

**NON-COMPLIANCE WITH THESE INSTRUCTIONS CAN LEAD  
TO DAMAGE OF MOTORCYCLE COMPONENTS OR RENDER  
MOTORCYCLES UNFIT FOR TRAFFIC !**

---

„NOTE” POINTS OUT USEFUL TIPS.

Use only **ORIGINAL KTM SPARE PARTS** when replacing parts.

The KTM high performance engine is only able to meet user expectations if the maintenance work is performed regularly and professionally.



REG.NO. 12 100 6061

KTM Austria's certificate of achievement for its quality system ISO 9001 is the beginning of an ongoing total reengineered quality plan for a brighter tomorrow.

KTM Sportmotorcycle AG  
5230 Mattighofen, Austria

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## REPLY FAX FOR REPAIR MANUALS

We have made every effort to make our repair manuals as accurate as possible but it is always possible for a mistake or two to creep in.

To keep improving the quality of our repair manuals, we request mechanics and shop foremen to assist us as follows:

If you find any errors or inaccuracies in one of our repair manual – whether these are technical errors, incorrect or unclear repair procedures, tool problems, missing technical data or torques, inaccurate or incorrect translations or wording, etc. – please enter the error(s) in the table below and fax the completed form to us at 0043/7742/6000/5349.

NOTE to table:

- Enter the complete item no. for the repair manual in column 1 (e.g.: **3.206.005-E**).  
You will find the number on the cover page or in the left margin on each right page of the manual.
- Enter the corresponding page number in the repair manual (e.g.: **5-7c**) in column 2.
- Enter the current text (inaccurate or incomplete) in column 3 by quoting or describing the respective passage of the text. If your text deviates from the text contained in the repair manual, please write your text in German or English if possible.
- Enter the correct text in column 4.

Your corrections will be reviewed and incorporated in the next issue of our repair manual.

Item no. of repair manual	Page	Current text	Correct text

Additional suggestions, requests or comments on our Repair Manuals (in German or English):

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Name mechanic/shop foreman

Company/work shop



# GENERAL INFORMATION

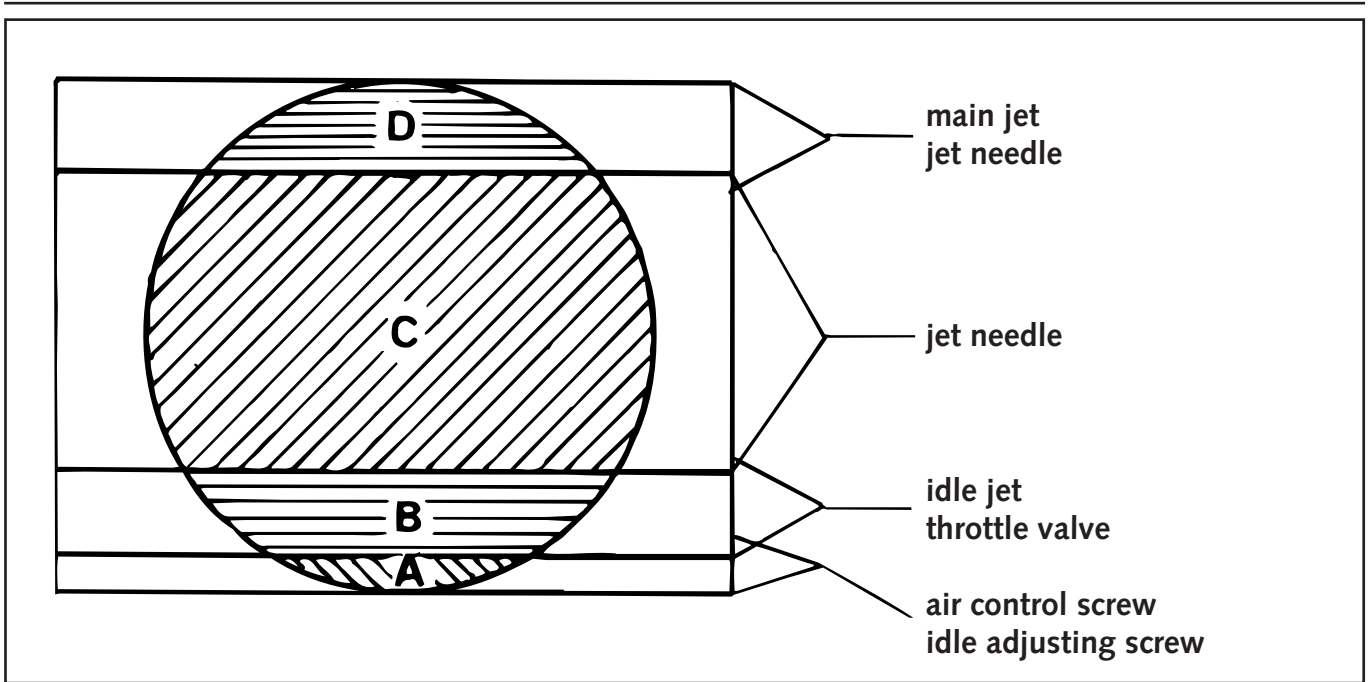
# 2

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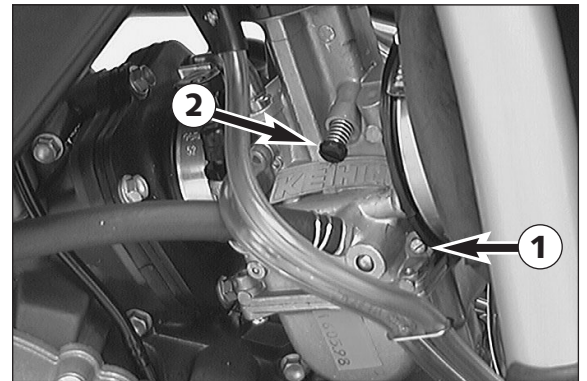






mixture too lean:  
not enough fuel in proportion to air

mixture too rich:  
too much fuel in proportion to air



### Idling range A

Operation with closed throttle valve. This range is influenced by the position of the air control screw ❶ and the idle adjusting screw ❷. Only make adjustments when the engine is hot.

To this end, slightly decrease the idling speed of the engine by means of the idle adjusting screw. Turning it clockwise produces a higher idling speed and turning the screw counterclockwise produces a lower idling speed. Create a round and stable engine speed using the air control screw (basic position of the air control screw = open by 1.5 turns and 1,25 on EXE and Supermoto). Then adjust to the normal idling speed by means of the idle adjusting screw.

### Opening up B

Engine behavior when the throttle opens. The idle jet and the shape of the throttle valve influences this range. If, despite good idling-speed and part-throttle setting, the engine sputters and smokes when the throttle is fully opened and develops its full power not smoothly but suddenly at high engine speeds, the mixture to the carburetor will be too rich, the fuel level too high or the float needle is leaking.

### Part-throttle range C

Operation with partly open throttle valve. This range is only influenced by the jet needle (shape and position). The optimum part-throttle setting is controlled by the idling setting in the lower range and by the main jet in the upper range. If the engine runs on a four-stroke cycle or with reduced power when it is accelerated with the throttle partly open, the jet needle must be lowered by one notch. If then the engine pings, especially when accelerating under full power at maximum engine revs, the jet needle should be raised.

If these faults should occur at the lower end of the part throttle range at a four-stroke running, make the idling range leaner; if the engine pings, adjust the idling range richer.

### Full throttle range D

Operation with the throttle fully open (flat out). This range is influenced by the main jet and the jet needle. If the porcelain of the new spark plug is found to have a very bright or white coating or if the engine rings, after a short distance of riding flat out, a larger main jet is required. If the porcelain is dark brown or black with soot the main jet must be replaced by a smaller one.

## Carburetor adjustment

### Basic information on the original carburetor setting

The original carburetor setting was adapted for an altitude of approx. 500 meters (1600 ft.) above sea level, and the ambient temperature of approx. 20° C (68° F), mainly for off-road use and central European premium-grade fuel (125: ROZ 98 / 200: ROZ 95).

**Mixing ratio 2-stroke motor oil : super fuel 1:40.**

### Basic information on a change of the carburetor setting

Always start out from the original carburetor setting. Essential requirements are a clean air filter system, air-tight exhaust system and an intact carburetor. Experience has shown that adjusting the main jet, the idling jet and the jet needle is sufficient and that changes of other parts of the carburetor will not greatly affect engine performance.

#### RULE OF THUMB:

high altitude or high temperatures	→	choose leaner carburetor adjustment
low altitude or low temperatures	→	choose richer carburetor adjustment



### WARNING



- ONLY USE PREMIUM-GRADE GASOLINE (125: ROZ 98 / 200: ROZ 95) MIXED WITH HIGH-GRADE TWO-STROKE ENGINE OIL. OTHER TYPES OF GASOLINE CAN CAUSE ENGINE FAILURE, AND USE OF SAME WILL VOID YOUR WARRANTY.
- ONLY USE HIGH-GRADE 2-STROKE ENGINE OIL OF KNOWN BRANDS.
- NOT ENOUGH OIL OR LOW-GRADE OIL CAN CAUSE EROSION OF THE PISTON. USING TOO MUCH OIL, THE ENGINE CAN START SMOKING AND FOUL THE SPARK PLUG.
- IN THE CASE OF A LEANER ADJUSTMENT OF THE CARBURETOR PROCEED CAUTIOUSLY. ALWAYS REDUCE THE JET SIZE IN STEPS OF ONE NUMBER TO AVOID OVERHEATING AND PISTON SEIZURE.

NOTE: If despite a changed adjustment the engine does not run properly, look for mechanical faults and check the ignition system.

### Basic information on carburetor wear

As a result of engine vibrations, throttle valve, jet needle, and needle jet are subjected to increased wear. This wear may cause carburetor malfunction (e.g., overly rich mixture). Therefore, these parts should be replaced after 10 000 kilometers (6 000 miles).

jet needle	throttle valve open	effect
NOZ C	0- <sup>1</sup> / <sub>4</sub>	
NOZ D	0- <sup>1</sup> / <sub>4</sub>	⊖
NOZ E	0- <sup>1</sup> / <sub>4</sub>	⊖⊖
NOZ F	0- <sup>1</sup> / <sub>4</sub>	⊖⊖⊖
NOZ G	0- <sup>1</sup> / <sub>4</sub>	⊖⊖⊖⊖
NOZ H	0- <sup>1</sup> / <sub>4</sub>	⊖⊖⊖⊖⊖
NOZ I	0- <sup>1</sup> / <sub>4</sub>	⊖⊖⊖⊖⊖⊖

### Explanation - Example

Compared to the needle NOZ D, the jet needle NOZ F is two steps leaner in the range from the closed position of the throttle to 1/4 throttle. Otherwise, there are not differences.

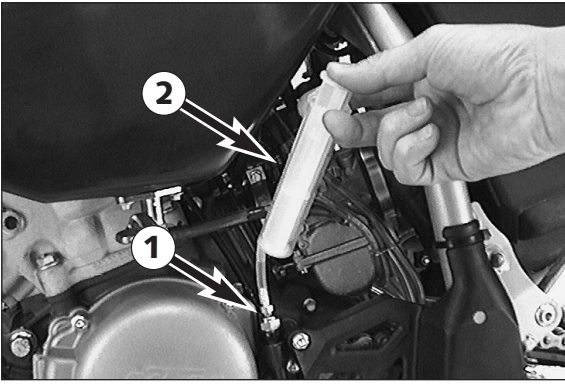
NOZ F	0- <sup>1</sup> / <sub>4</sub>	⊖⊖
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jet needle	throttle valve open	effect
R 1466D	0- <sup>1</sup> / <sub>4</sub>	
R 1467D	0- <sup>1</sup> / <sub>4</sub>	⊖
R 1468D	0- <sup>1</sup> / <sub>4</sub>	⊖⊖
R 1469D	0- <sup>1</sup> / <sub>4</sub>	⊖⊖⊖
R 1470D	0- <sup>1</sup> / <sub>4</sub>	⊖⊖⊖⊖
R 1471D	0- <sup>1</sup> / <sub>4</sub>	⊖⊖⊖⊖⊖

### Explanation - Example

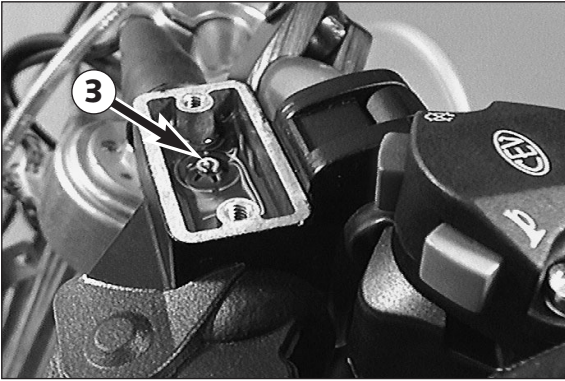
Compared to the needle R 1467D, the jet needle R 1469D is two steps leaner in the range from the closed position of the throttle to 1/4 throttle. Otherwise, there are not differences.

R 1469D	0- <sup>1</sup> / <sub>4</sub>	⊖⊖
---------	--------------------------------	----



### Bleeding of the hydraulic clutch

- Remove screws and take off cover together with rubber bellows.
- At the slave cylinder of the clutch, remove the bleeder nipple ❶. Instead of mount the bleeder syringe ❷ which is filled with SAE 10 biodegradable hydraulic oil (ex. Shell Naturelle HF-E15).



- Refill oil, until oil is discharged from the bore ❸ of the master cylinder in a bubble-free state. Make sure that the oil does not overflow.

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**! CAUTION !**

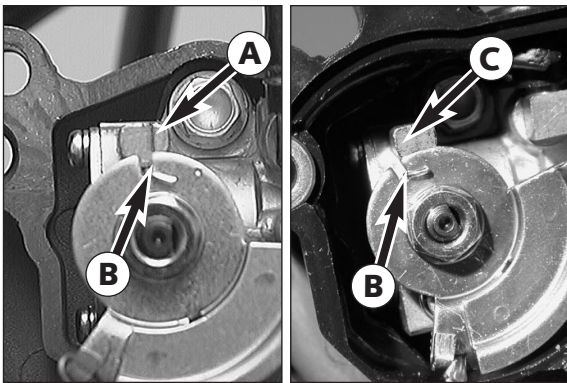
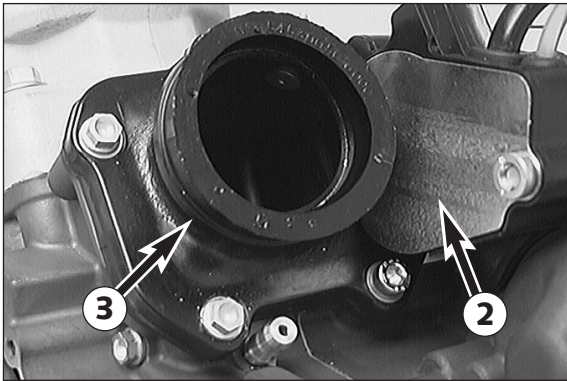
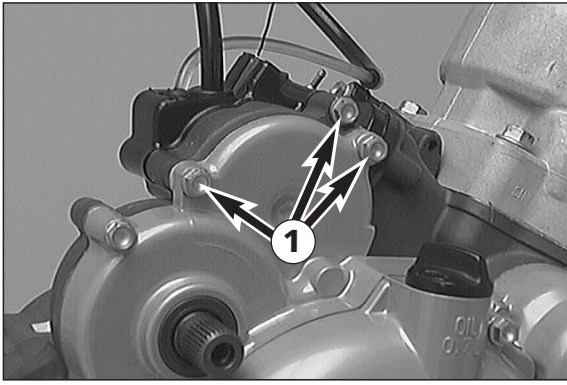
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HAVING COMPLETED THE BLEEDING PROCEDURE, YOU HAVE TO VERIFY THAT THE OIL LEVEL IN THE MASTER CYLINDER IS CORRECT. FOR FILLING OF THE MASTER CYLINDER, USE SAE 10 BIODEGRADABLE HYDRAULIC OIL ONLY (EX. SHELL NATURELLE HF-E15); NEVER USE BRAKE FLUID NOR MIX BIODEGRADABLE HYDRAULIC OILS WITH MINERAL OILS.

### Adjusting oil pump (only with separate lubrication)

NOTE: Prior to adjusting the oil pump, you have to check and, if necessary, adjust the clearance of the throttle cable.

- Loosen the 3 bolts ❶ of the oil pump housing and remove the oil pump cover ❷. To make adjustment and control easier, loosen the bolts of the intake flange ❸, remove 4 of them and move the flange sideways.



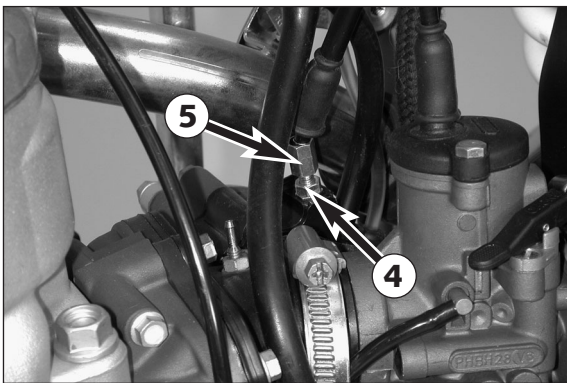
- If the oil pump has been adjusted correctly, the mark A ❶ must coincide with the notch B ❷ on the cable pulley (except 125 EXE and 125 Supermoto).
- On 125 EXE- and 125 Supermoto-models the notch B ❷ must coincide with the edge C ❸.

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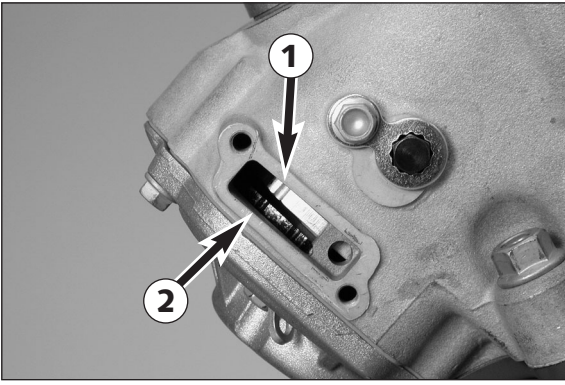
**! CAUTION !**

---

IF THE ADJUSTMENT OF THE OIL PUMP IS NOT CORRECT, THE ENGINE IS NOT SUPPLIED WITH THE CORRECT AMOUNT OF OIL AND THIS CAN RESULT IN ENGINE DAMAGE.



- If necessary, loosen the lock nut ❹, and correct the adjustment by turning the adjusting screw ❺ as required.
- Following the adjustment procedure, the lock nut has to be tightened again.
- Mount cover ❷ and flange ❸, tighten the 2 bolts.

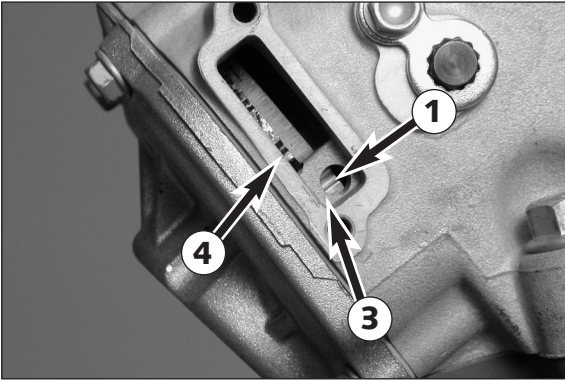


### Check of the exhaust control (engine running)

- Remove the left side cover from the cylinder.
- Start engine.
- Mark 1 of the control segment is near by mark 2 of the guide plate.

! **CAUTION** !

BASE POSITION MUST BE ADJUSTED WITH A DEPTH GAUGE - SHOWN IN CHAPTER 6-10 - DIMENSION „Z“.



- Open throttle flap, with increasing the revolutions mark 1 moves downwards to the bore in the housing 3.

! **CAUTION** !

- MARK 4 IS NOT USED.
- IF MARK 1 DOES NOT REACH BORE 3 OR DOES NOT MOVE, THE EXHAUST CONTROL MECHANISM IS TO BE OVERHAULED.

- Mount cover and tighten the bolts.



# REMOVING AND REFITTING ENGINE 3

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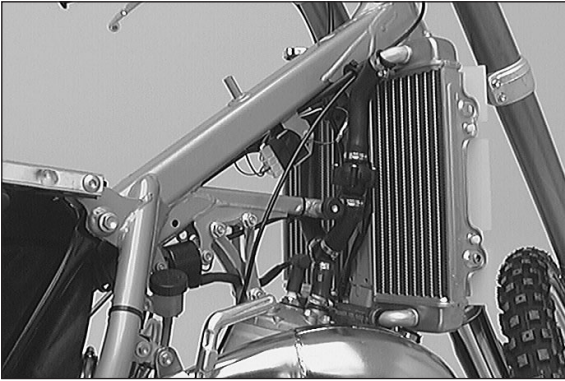




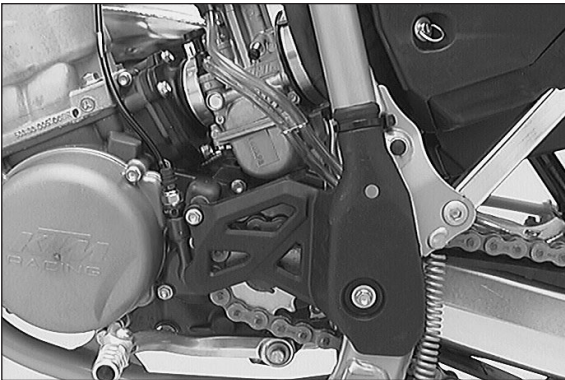
## Removing the engine

NOTE: The cylinder head and the cylinder can be removed without previously removing the engine. It is also possible to work on the clutch, the primary drive and the shift drum locating device without previously removing the engine. The water pump can be removed and installed without previously removing the clutch cover.

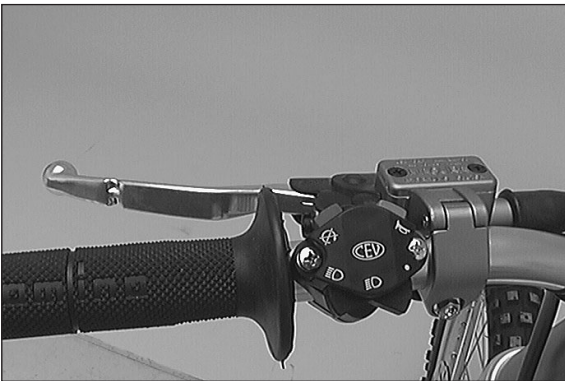
- Thoroughly clean the motorcycle.
- Use a suitable supporting device to jack up the motorcycle.
- Remove the seat and the tank with the spoilers.



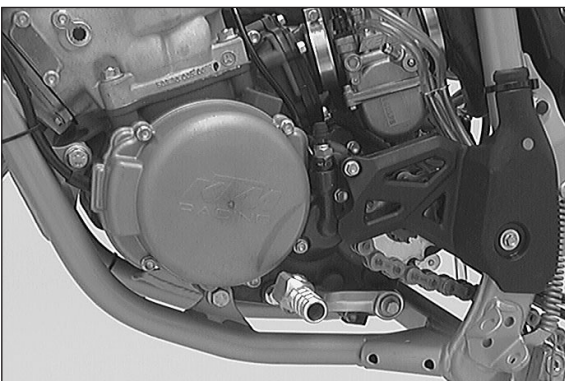
- Drain the cooling liquid.
- Remove the exhaust system and the engine brace.
- Disconnect the radiator hoses at the engine.
- Remove the carburetor.



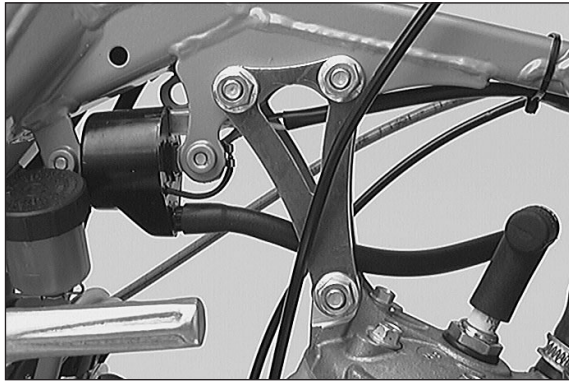
- Dismount the brake cylinder cover.
- Remove the engine sprocket cover and the chain.
- Disconnect the electrical wires.



- Unscrew the clutch master cylinder and reposition the clutch line such that it will not get entangled when the engine is lifted out.
- Unhook the return spring of the foot brake pedal from the clutch cover.

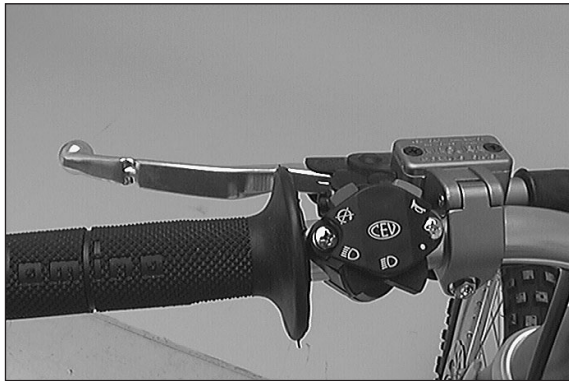


- Undo the engine mounting bolts.
- Remove the swingarm pivot and pull the swingarm backwards.
- Lift the engine out of the frame on the left side.

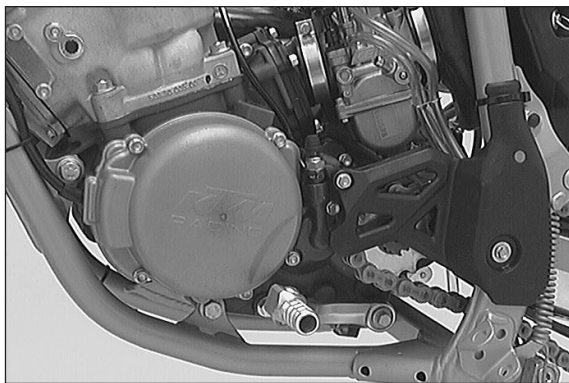


### Installing the engine

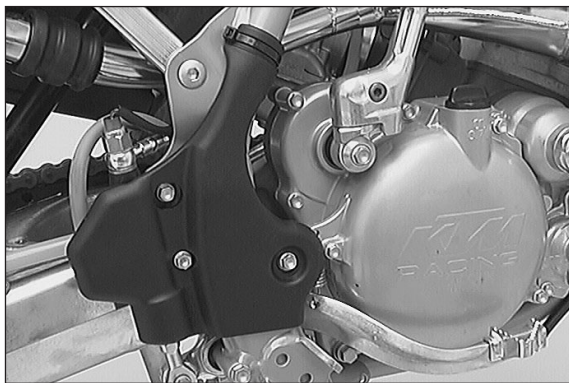
- Lift the engine into the frame from the left side, slightly grease and mount the swingarm pivot. Tighten collar nut with 100 Nm (74 ft.lb.).
- Twist in the engine mounting bolts.
- Mount the engine brace.



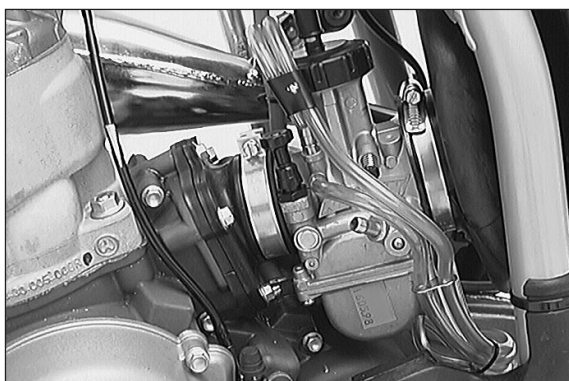
- Connect the electrical wires.
- Position clutch line correctly, and mount clutch master cylinder at handlebar.



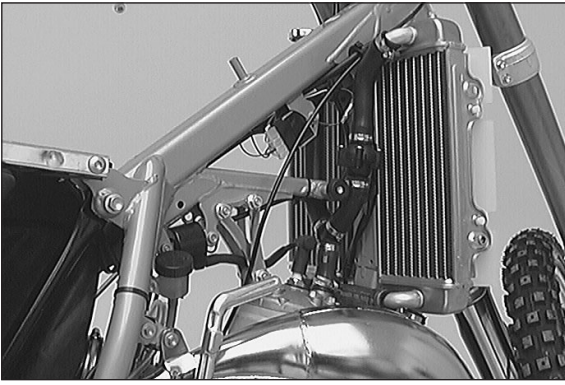
- Mount the chain and the engine sprocket cover.



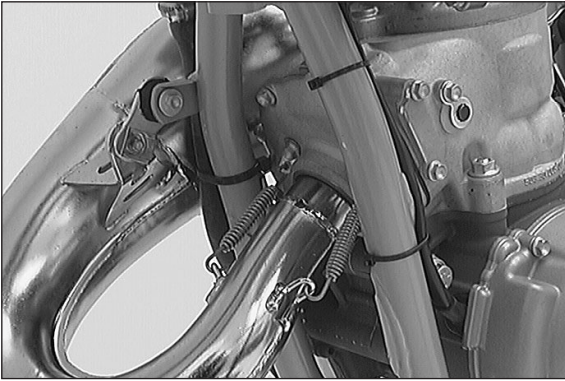
- Mount brake cylinder cover.



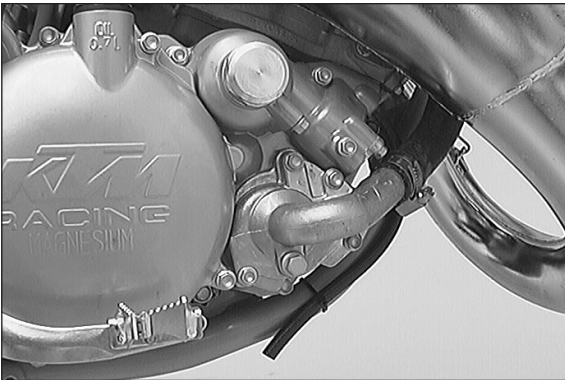
- Mount the carburetor.



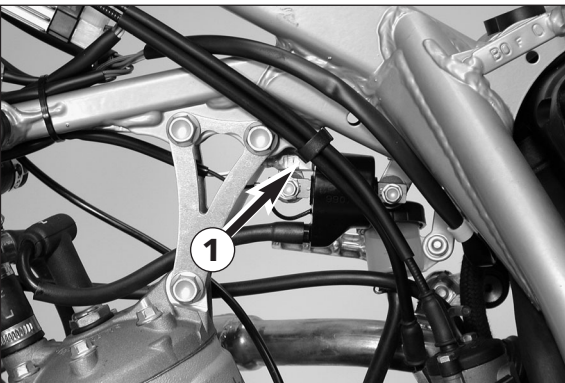
- Connect the radiator hoses to the engine and fill the cooling system with a mixture of 40 % antifreeze and 60 % water. For this purpose twist out the bleeder screws at the cylinder head and at the right radiator. Retighten the screws as soon as the cooling liquid that emerges is free of air bubbles.



- Mount the exhaust system.
- Mount the tank with the spoilers and the seat.



- Fix the breather tube to the frame.
- Check the electrical system for faultless operation.
- Adjust the carburetor.
- Test ride.
- After the test ride, check the engine, the cooling system and the exhaust system for leaks.



### Fixing the cables to the frame - Models with separate lubrication

**! CAUTION !**

TO PREVENT DISENGAGEMENT OF THE THROTTLE CABLE AND THE OIL PUMP CABLE IT IS NECESSARY TO FIX **1** THE CABLES ABOVE THE CARBURATOR TO THE FRAME.



# DISMANTLING THE ENGINE

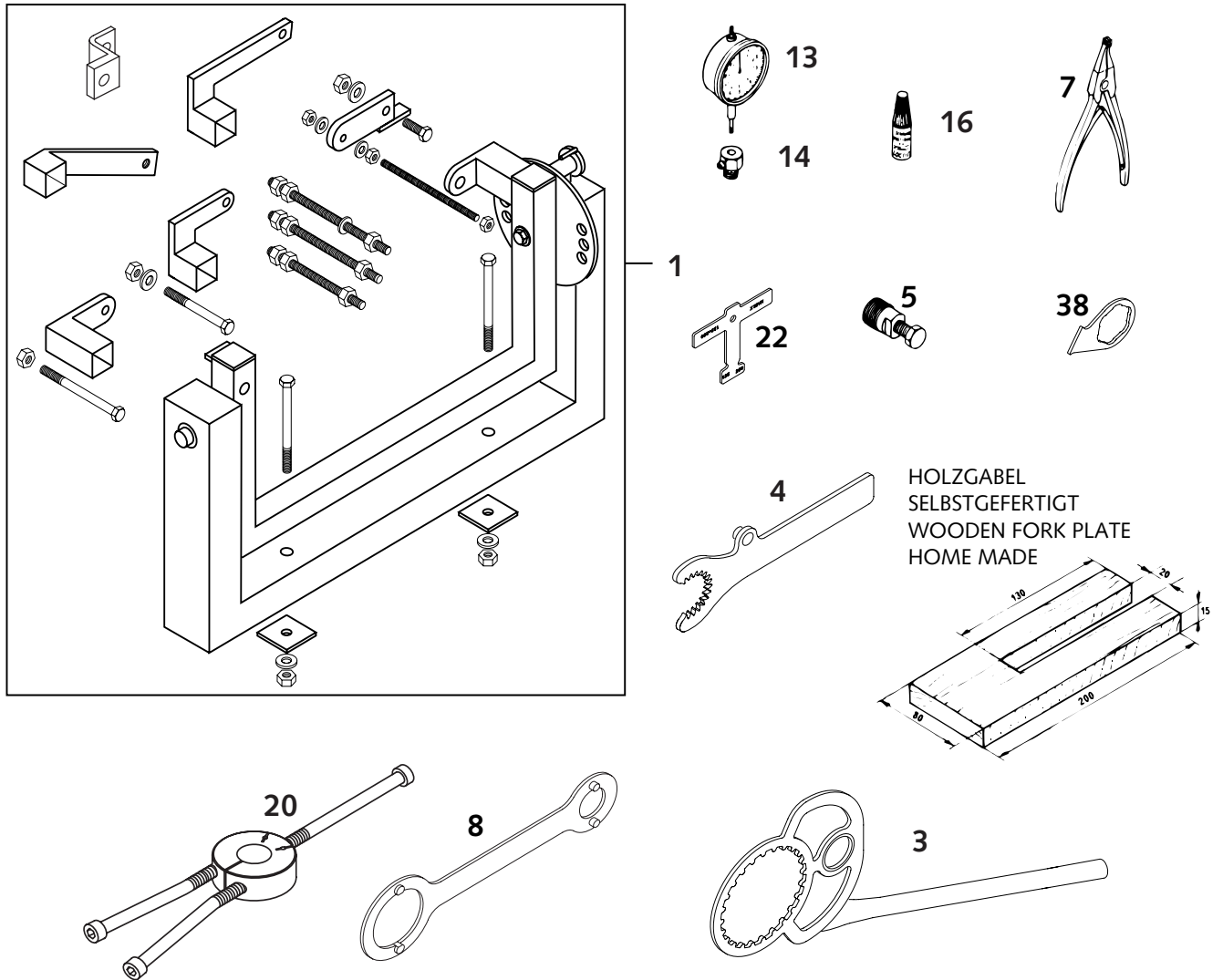
# 4

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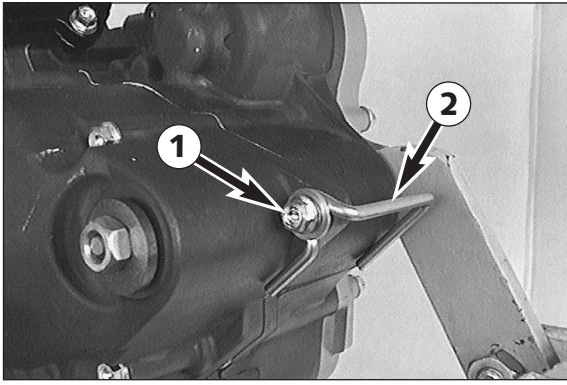
# SPECIAL TOOLS – ENGINE 125 / 200



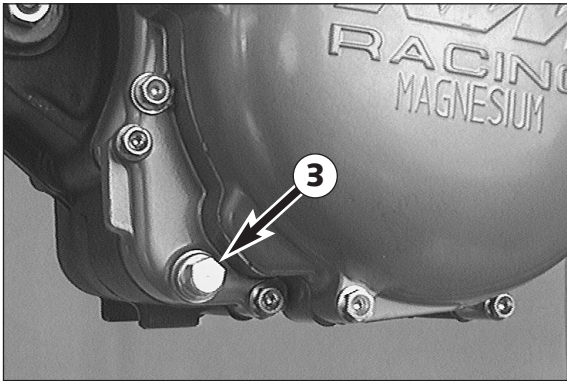
Art No 3.206.005 -E

Repair manual KTM 125 / 200

FIG	PART. NO.	DESCRIPTION
1	560.12.001.000	Universal engine work stand
3	503.29.003.000	Clutch holder 125 / 200
4	503.29.004.000	Holding spanner for primary gear wheel
5	546.29.009.044	Magneto extractor M27x1 Kokusan
7	510.12.011.000	Circlip plier
8	546.29.012.100	Holding spanner for flywheel Kokusan 2K-1/2/3/4
13	501.12.013.000	Dial gauge 1-10 mm
14	501.12.030.000	Dial gauge support
16	6 899 785	Loctite 243 blue 6 ccm
20	584.29.037.037	Mounting tool inner ring NJ206
22	503.29.022.000	Adjusting plate for control flap
38	503.29.038.000	Holding plate for locating drum

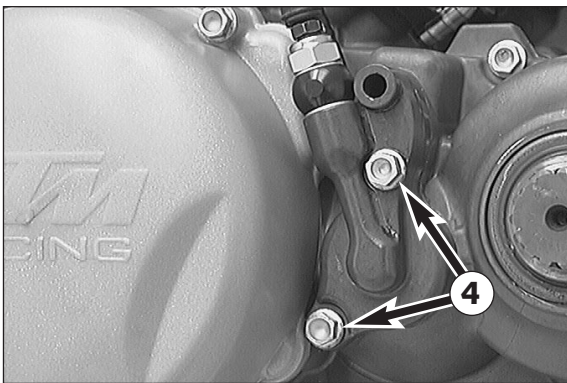


- Thoroughly clean the engine.
- Clamp the engine into the mounting rack.
- Remove the kickstarter and the shift lever.
- Remove bolt ① and take off wire hanger ②.



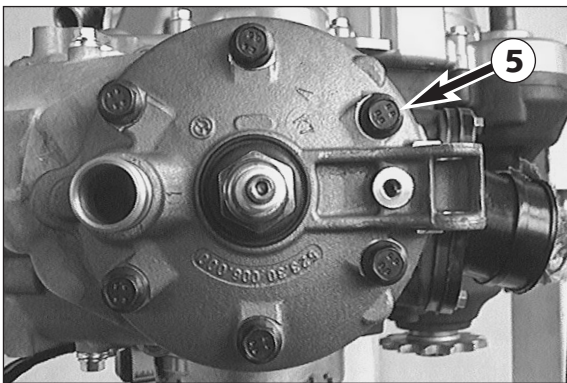
#### Draining the gear oil

- Twist out the drain plug ③ and drain the gear oil.



#### Dismounting the clutch slave cylinder

- Remove the 2 bolts ④ and withdraw the clutch slave cylinder together with the gasket.
- Pull push rod out of drive shaft.

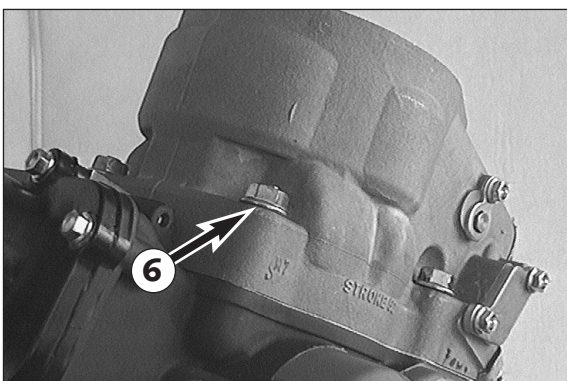


#### Cylinder head, cylinder, piston

- Undo the 6 bolts ⑤ and remove the cylinder head together with the gasket.

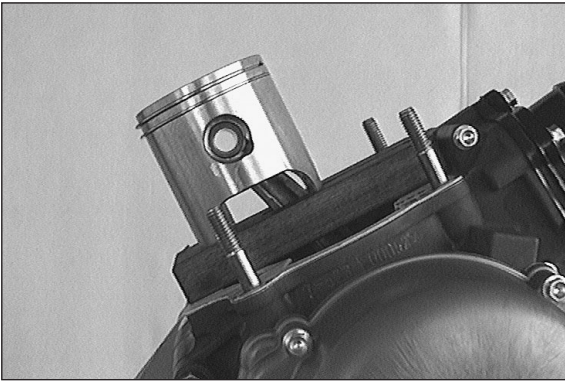
NOTE: on 125 SX/EXC-engines from model 2002 onwards an O-ring is used instead of the gasket.

- Take the O-ring(s) out of the groove in the cylinder.

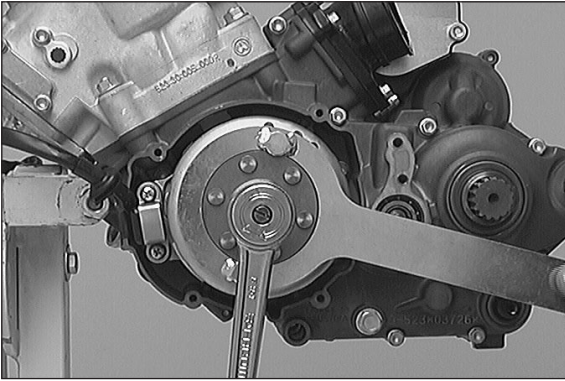


- Remove the 4 collar nuts ⑥ at the cylinder base and remove the cylinder.



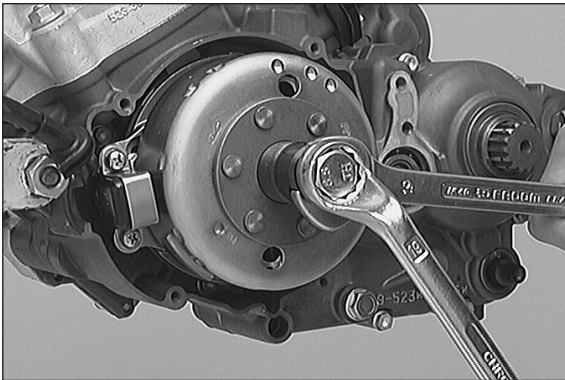


- Cover the crankcase.
- Place the piston onto an appropriate wooden support and remove both piston pin retainers.
- Press the piston pin out of the piston without applying excessive force. An appropriate mandrel can be used if necessary.
- Remove the piston and take the piston pin bearing out of the conrod eye.
- Remove the cylinder base gaskets.

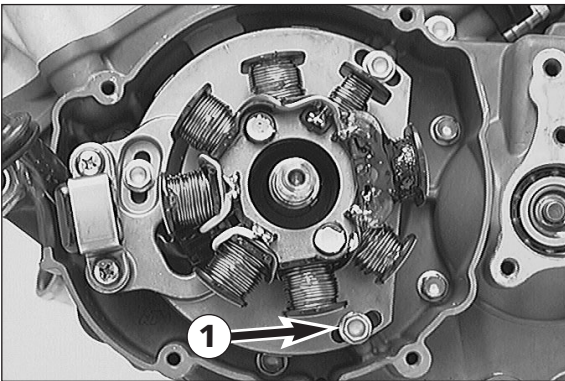


### Ignition

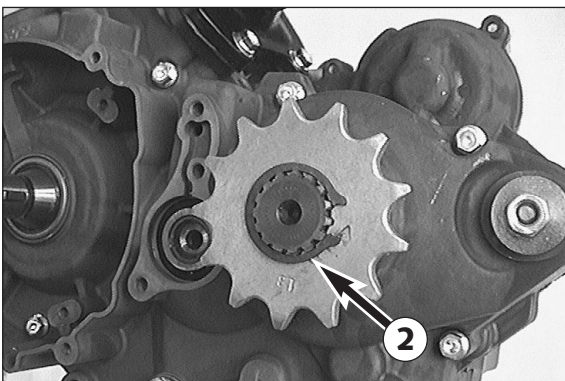
- Remove 4 bolts and take off the ignition cover together with the gasket.
- Hold the rotor with the special tool and undo the hexagon nut.
- Take the hexagon nut and the detent edged ring off the crankshaft.



- Twist the rotor extractor into the thread of the rotor (LH thread) and remove the rotor.

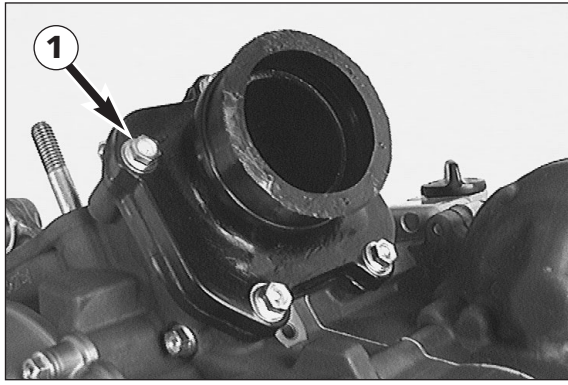


- Remove the 3 collar bolts ❶ and take the stator out of the housing.
- Take the woodruff key out of the crankshaft.



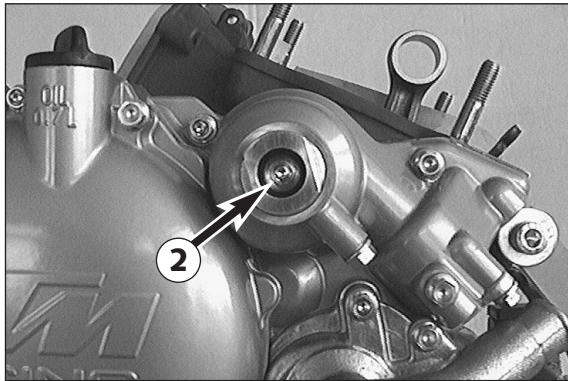
### Engine sprocket

- Use a pair of circlip pliers to take the circlip ❷ off the countershaft.
- Take the engine sprocket, the distance bushing and the O-ring off the countershaft.



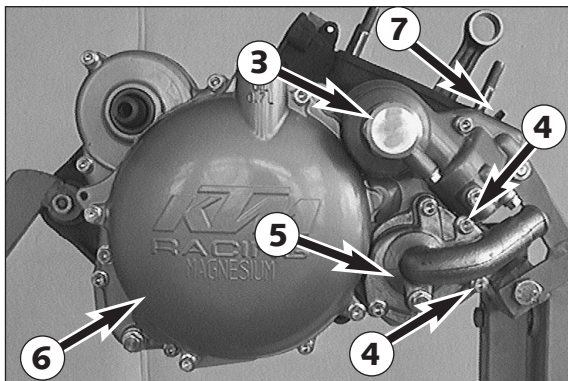
### Reed valve housing, intake flange and clutch cover

- Remove 5 bolts **1** together with the corrugated washers, remove the intake flange and the reed valve housing.



NOTE: The following step need not be performed unless you intend to take the centrifugal timer out of the clutch cover.

- Remove the cover **3** of the centrifugal timer together with the seal ring and undo screw **2**.



- Remove all bolts of clutch cover and the 2 front-end bolts **4** of the water-pump cover, and dismount clutch cover.
- Remove the clutch cover gasket and pull the dowels out of the housing.
- Take O-ring **3** out of water bore.

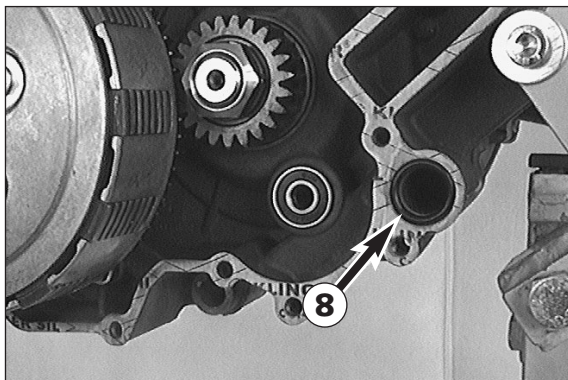
NOTE: The water pump cover **5**, the exterior cap **6** and the hexagon cap nut **3** need not be removed. The water pump and the centrifugal timer are left in the clutch cover.

---

**! CAUTION !**

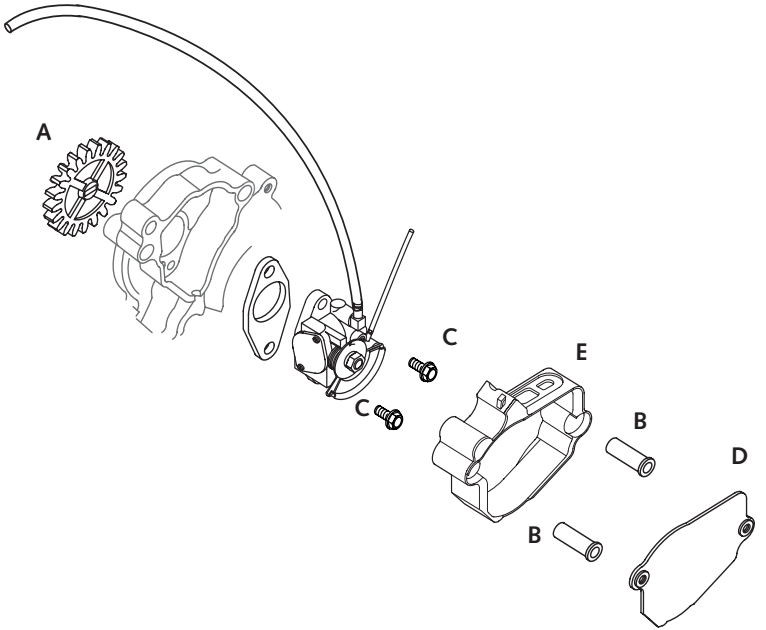
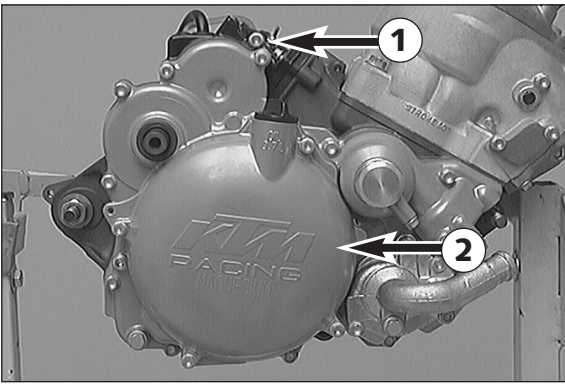
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WHEN REMOVING THE CLUTCH COVER MAKE SURE THAT THE ROCKER ARM **7** OF THE EXHAUST CONTROL DOES NOT JAM IN THE HOUSING AND IS NOT DAMAGED.



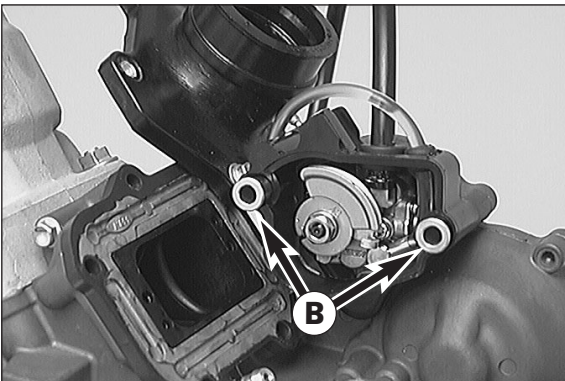
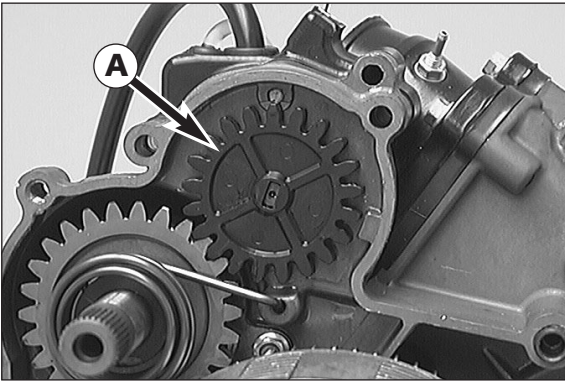
**Reed valve housing, intake flange and oil pump (separate lubrication)**

- When dismantling the clutch cover ② additionally remove the bolt ①

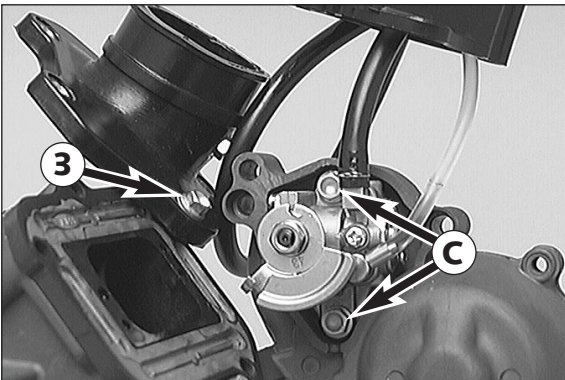


- Pull the oil pump wheel ① off the oil pump
- Remove the cover ④ from the oil pump housing.
- Remove the 4 bolts of the intake flange and then, move the intake flange sideways as shown.
- Pull the 2 dowel bushings ② out of the housing.

NOTE: The bolt ③ at the intake flange can be unscrewed completely only as soon as the oil pump housing ⑤ has been dismantled.

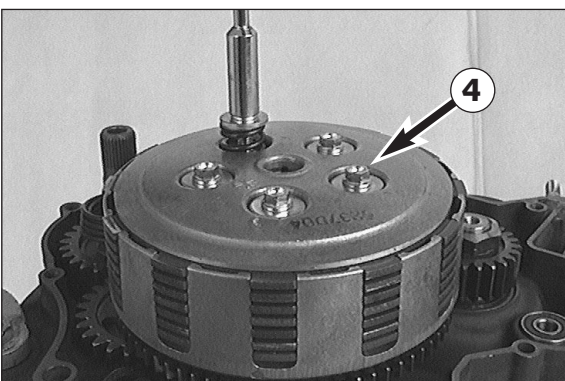


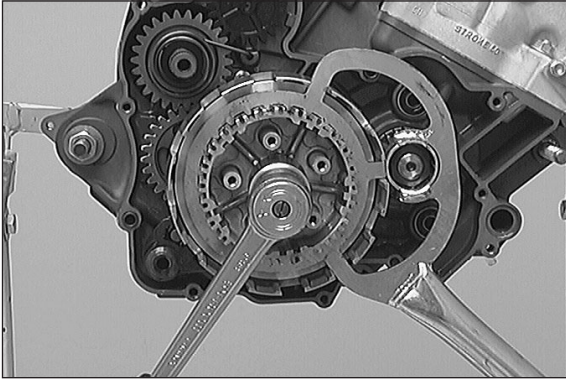
- Pull the oil pump housing off the engine case and swing it sideways (see picture).
- Remove the 2 bolts ③, and withdraw oil pump together with gasket from the engine case.
- Remove the bolt ③ at the intake flange, and dismantle intake flange together with reed valve housing.



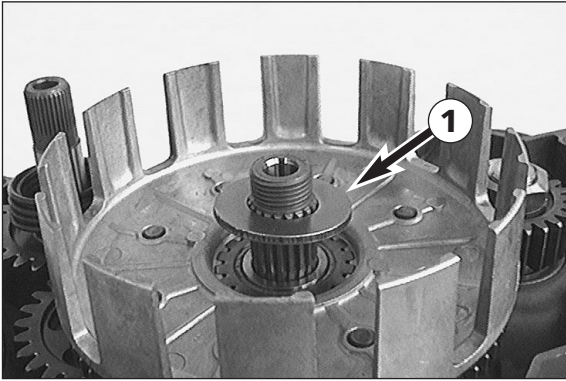
**Removing clutch and primary drive**

- Undo the 5 bolts ④ in diagonal order so as to prevent jamming of the clutch discs when the springs relax.
- Remove bolts, spring retainers and springs.
- Take the pressure cap and the disc package out of the outer clutch hub.
- Pull the thrust bearings out of the main shaft.

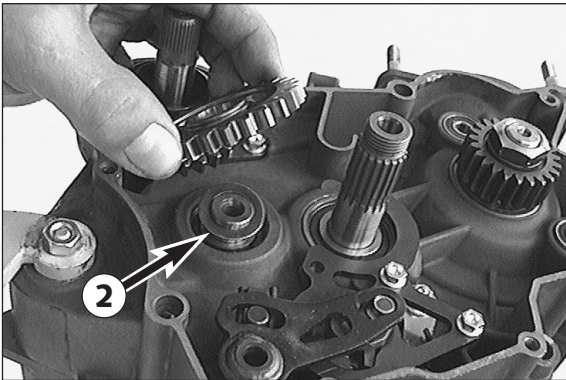




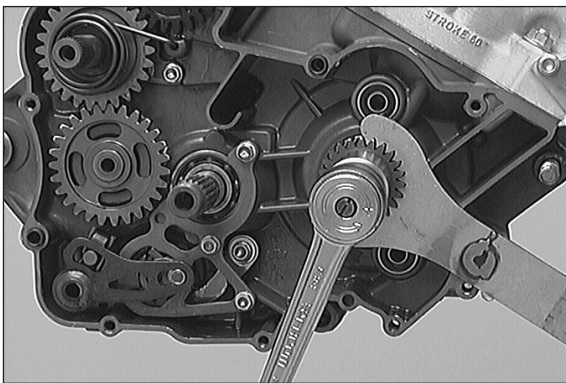
- Open the lock washer of the inner clutch hub.
- Mount the clutch holder on the inner clutch hub and undo the hexagon nut.
- Remove the clutch holder.
- Take the hexagon nut, the detent edged ring and the inner clutch hub off the main shaft.



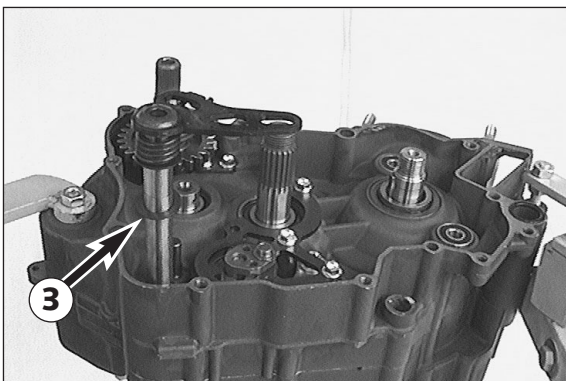
- Take the supporting disc ❶ and the outer clutch hub together with the bearing off the main shaft.



- Remove the intermediate starter gear and the stop disc ❷ below.

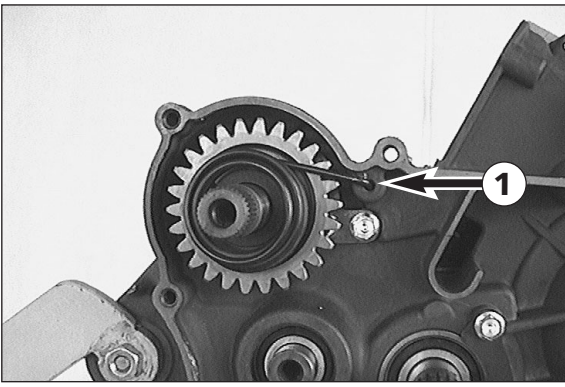


- Mount the primary gear holder and undo the hexagon nut (LH thread).
- Remove the primary gear holder.
- Take the hexagon nut, the detent edged ring and the primary gear off the crankshaft.
- Take the woodruff key out of the crankshaft.

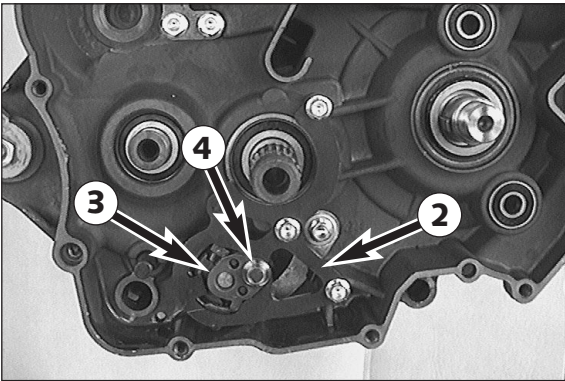


### Shift drum locating, kickstarter

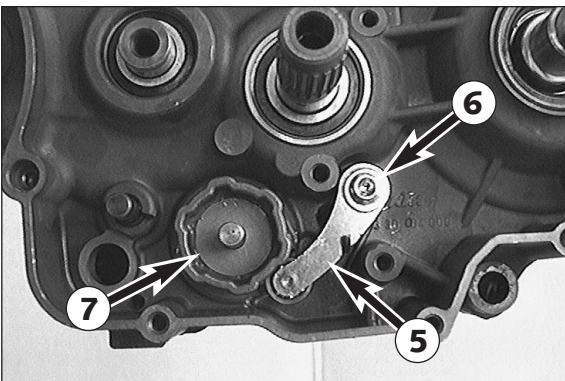
- Simply pull the shift shaft out of the housing. Keep in mind the stop disc ❸ (It can be left in the housing).



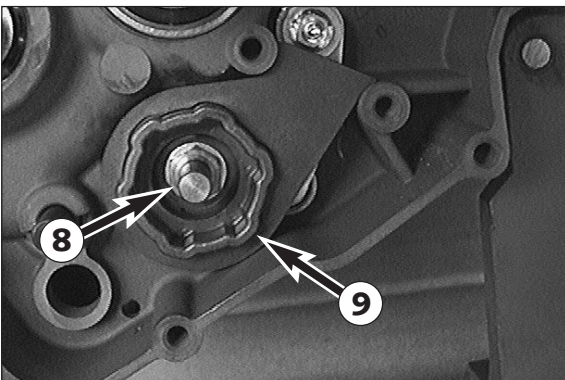
- Carefully unhook the kickstarter spring from bore ❶ (pretensioned spring) and release it.
- Rotate the kickstarter shaft approximately 1/4 turn counterclockwise and pull it out of the housing. Keep in mind the stop disc behind !



- Undo 3 bolts and remove the gear shifting gate ❷ together with the ratchet carrier ❸. Proceed with care by watching out for the collar bushing ❹ on the ratchet carrier.



- The locking lever ❺ need not be removed unless the engine housing is exchanged.
- For this purpose, undo bolt ❻, then remove the locking lever together with the spring.
- Take the washer ❼ out of the locking drum.



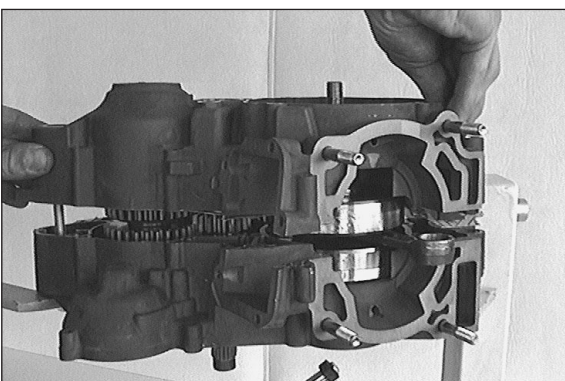
- Hold the locking drum ❾ with the special tool, undo bolt ❸ and remove the bolt together with the washer.
- Pull the locking drum off the shift roller.

---

**! CAUTION !**

---

THE LOCKING DRUM MUST BE HELD WITH THE SPECIAL TOOL TO PREVENT DAMAGING OF THE BUSHINGS ON THE DRIVING PINS OF THE SHIFT FORKS.



### Dividing the engine housing

- Swing the ignition side upwards and remove all 12 housing bolts.
- Undo the engine mounting device at the mounting rack.
- Lift the left housing half by the lifting points of the housing, using appropriate tools, or separate it from the right housing half by lightly tapping the countershaft with a plastic hammer.

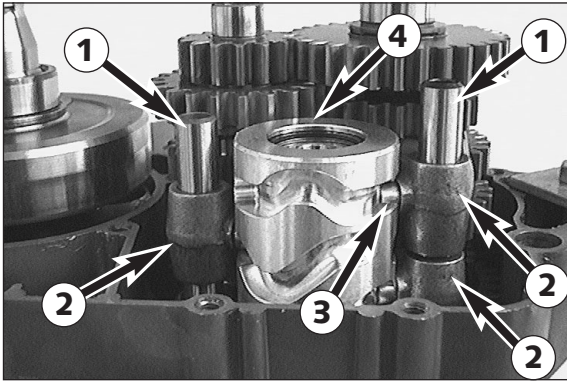
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**! CAUTION !**

---

TO PREVENT DAMAGING OF THE SEALING SURFACES, DO NOT USE A SCREWDRIVER OR SIMILAR TOOL TO LEVER THE HOUSING HALVES APART!

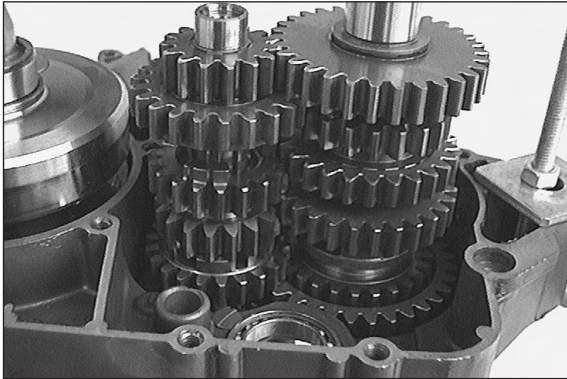
- Remove the housing half and the gasket.
- Keep in mind the stop disc of the main shaft (can stick to the inside of the housing).



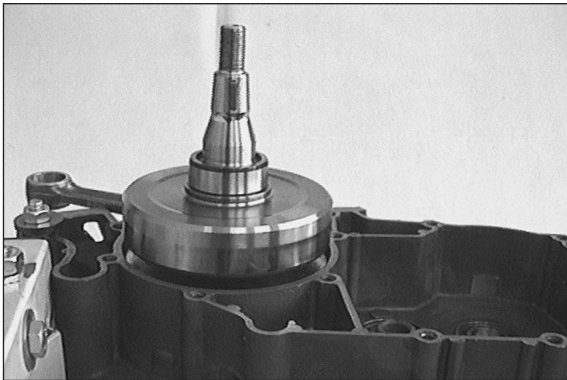
### Removing shift mechanism and transmission

- Pull out the shift rails ① and swing the shift forks ② including rollers ③ sideways.
- Pull the shift roller ④ out of the grooved ball bearing.
- Take the shift forks ② out of the housing.

NOTE: When dismantling the shift forks, make sure that you do not lose the rollers ③ on the shift forks.

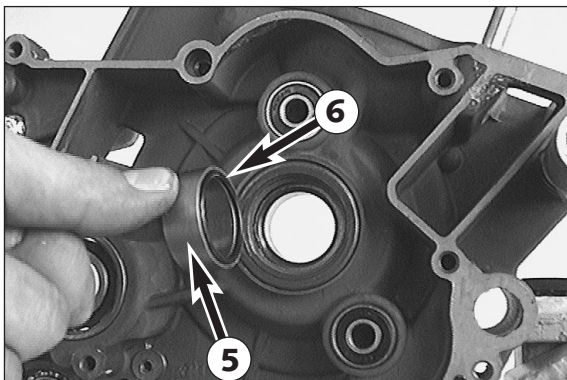


- Pull the complete main shaft and the countershaft together out of the bearing seats.



### Removing crankshaft

- Pull the crankshaft out of the bearing seat (if necessary lightly tap it with a plastic hammer).



- Take the distance bushing ⑤ and the O-ring ⑥ out of the right crankshaft seal ring.
- Clean all parts. Check for wear and exchange worn components.

NOTE: All gaskets, shaft seal rings, O-rings and bearings should be exchanged on the occasion of each complete engine overhaul.

# SERVICING INDIVIDUAL COMPONENTS

# 5

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### Engine housing

NOTE: Read through the following section before commencing work. Then determine the assembly sequence so that the engine housing halves only need to be heated up once before replacing the bearings.

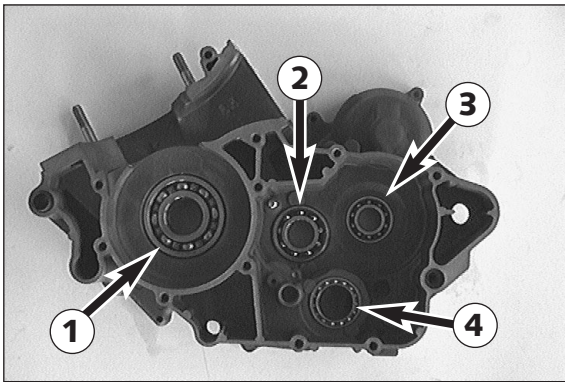
Having first removed the dowels, in order to expel the bearings or remove them with light mallet blows, the housing halves must be placed on a suitably large plane surface, supporting the whole of the sealing surface without damaging it. A wooden panel is best used as a base.

Bearings or shaft seal rings should not be hammered into their seats. If no suitable press is available, use a suitable mandrel and hammer them in with great care. Cold bearings will practically drop into their seats at an engine housing temperature of approx. 150° C.

After cooling, should the bearings fail to lock in the bore, they are bound to rotate after warming. In that event the housing must be replaced.







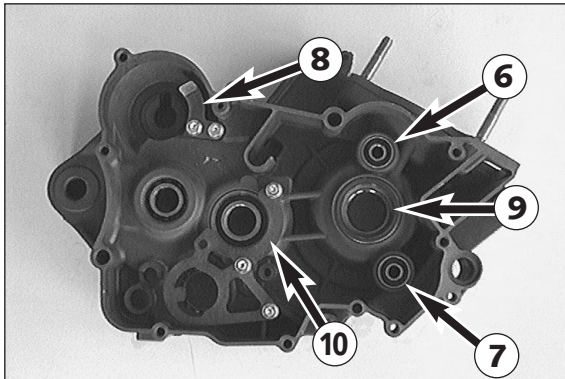
### Right housing half

Remove the shaft seal rings and use a hot plate to heat the housing half to a temperature of approximately 150° C.

NOTE: At a temperature of 150° C it is usually sufficient to tap the housing half onto a plane wooden surface and the bearings will simply drop out of the bearing seats. However, in some cases it is necessary to press the bearings out of their seats. To prevent damaging of the bearings, the device used to press in the new bearings must be designed in such a way that it touches only the outer ring of the bearing.

#### Grooved ball bearing of the crankshaft ①

Press the old grooved ball bearing inwards from the outside. Insert a new grooved ball bearing with the open side of the ball cage facing downwards (i.e. towards the exterior) and press it all the way into the seat.



#### Grooved ball bearing of the main shaft ②

Apply a suitable mandrel on the outside to press the grooved ball bearing inwards.

Before pressing the new grooved ball bearing inwards, mount the gear shifting gate ⑩. Then, the grooved ball bearing can be pressed in from the inside and up to the stop.

### ! CAUTION !

APPLY ONLY A LIGHT PRESSURE WHEN PRESSING IN THE GEAR SHIFTING GATE. OTHERWISE, YOU WILL DAMAGE THE SHIFTING GATE.

#### Grooved ball bearing of the countershaft ③

Apply a suitable mandrel on the outside to press the old grooved ball bearing inwards. Insert a new grooved ball bearing from the inside and press it all the way into the seat.

#### Grooved ball bearing of the shift roller ④

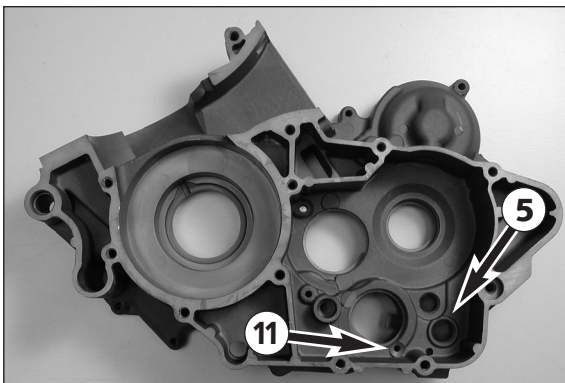
Apply a suitable mandrel on the outside to press the old grooved ball bearing inwards. Insert a new grooved ball bearing from the inside and press it all the way into the seat.

### ! CAUTION !

– MODEL 2000 UPWARDS THE GROOVED BALL BEARING IS SECURED WITH A SCREW ⑪, THIS IS TO BE REMOVED BEFORE PRESSING OUTWARDS THE BEARING AND TO BE MOUNTED AFTER PRESSING INWARDS THE BEARING.

DUE TO THIS SCREW THE SHIFT ROLLER HAS CHANGED, AN „OLD“ SHIFT ROLLER IS NOT ABLE TO MOUNT WITH A SCREW SECURING THE BEARING.

– DO NOT APPLY EXCESSIVE FORCE WHEN PRESSING THE GROOVED BALL BEARINGS FLUSH WITH THE COLLAR IN THE HOUSING. THE COLLAR WALL IS VERY THIN AND CAN EASILY BE DAMAGED!



#### Needle bearing of the shifting shaft ⑤ (from model 2002 on)

Use a suitable mandrel to press out the needle bearing. Insert the new needle bearing and press it all the way in.

#### Grooved ball bearing of the centrifugal timer ⑥

Use an interior extractor and a Ø 5-7 mm insert to pull the grooved ball bearing out of the housing. Press a new grooved ball bearing all the way into the seat.

#### Grooved ball bearing of the water pump shaft ⑦

Use an interior extractor and a Ø 5-7 mm insert to pull the grooved ball bearing out of the housing. Press a new grooved ball bearing all the way into the seat.

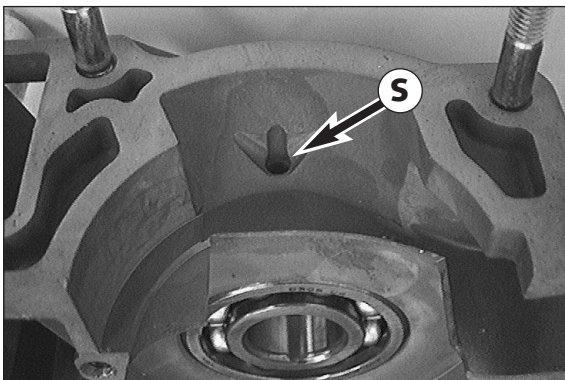
#### Kickstarter release plate ⑧

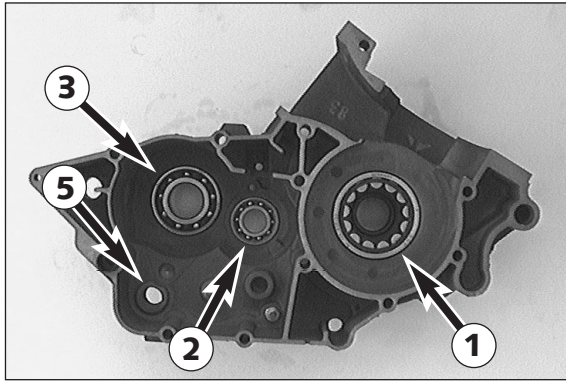
When exchanging the release plate keep in mind to apply Loctite 243 to both bolts.

#### Shaft seal ring of the crankshaft ⑨

Insert a new shaft seal ring from the outside and press it in flush, the open side facing inwards.

Then check the lubrication bore for the grooved ball bearing ⑤ of the crankshaft for obstructions.





### Left housing half

Remove the shaft seal rings and use a hot plate to heat the housing half to a temperature of approximately 150° C.

NOTE: At a temperature of 150° C it is usually sufficient to tap the housing half onto a plane wooden surface and the bearings will simply drop out of the bearing seats. However, in some cases it is necessary to press the bearings out of their seats. To prevent damaging of the bearings, the device used to press in the new bearings must be designed in such a way that it touches only the outer ring of the bearing.

#### Roller bearing or the crankshaft ①

Apply a suitable mandrel on the outside to press the roller bearing inwards. Insert a new roller bearing from the inside and press it all the way into the seat.

#### Grooved ball bearing of the main shaft ②

Apply a suitable mandrel on the outside to press the grooved ball bearing inwards. Insert a new grooved ball bearing from the inside and press it all the way into the seat.

!

### CAUTION

!

TO PREVENT DAMAGING OF THE HOUSING, NEVER APPLY TOO MUCH FORCE WHEN PRESSING IN GROOVED BALL BEARINGS.

#### Grooved ball bearing of the countershaft ③

Apply a suitable mandrel on the outside to press the grooved ball bearing inwards. Insert a new grooved ball bearing from the inside and press it all the way into the seat.

#### Shaft seal ring of the countershaft ④

Insert a new shaft seal ring from the outside and press it in flush. Do not forget the stop disc (position it on the grooved ball bearing of the countershaft before mounting).

#### Needle bearing of the shifting shaft ⑤ (from model 2002 on)

Use a suitable mandrel to press out the needle bearing. Insert the new needle bearing and press it all the way in.

#### Shaft seal ring of the shifting shaft ⑥

Insert a new shaft seal ring from the outside and press it in flush.

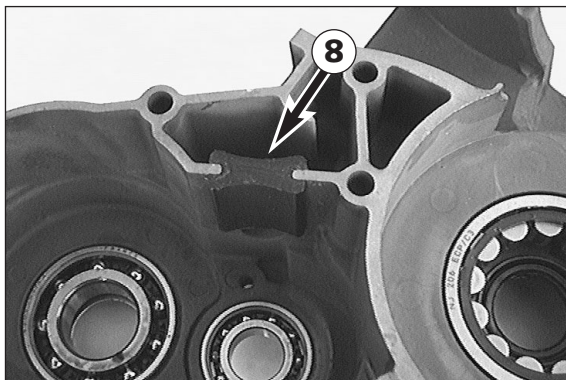
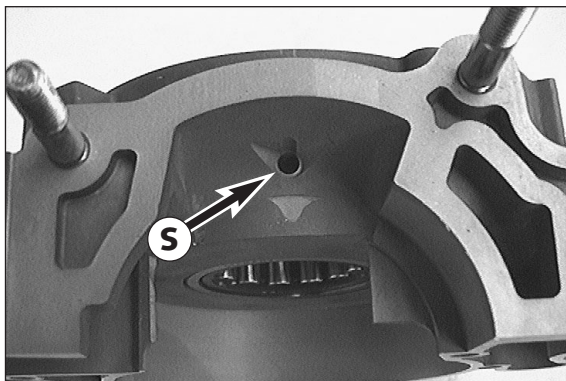
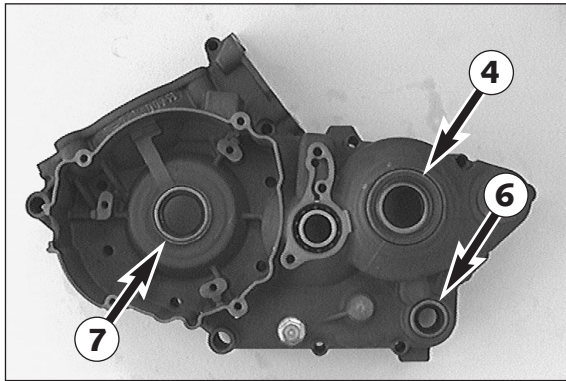
#### Shaft seal ring of the crankshaft ⑦

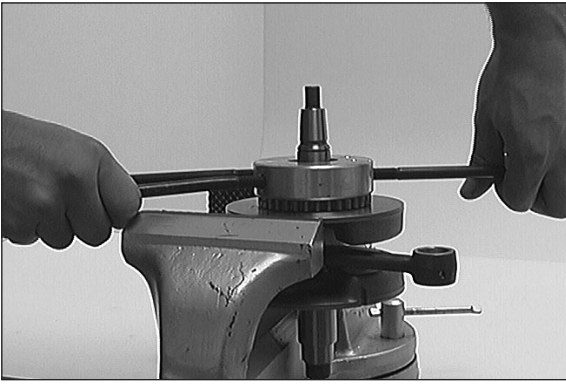
Insert a new shaft seal ring from the outside and press it in flush.

#### Lubrication bore of the crankshaft roller bearing ⑧

Check for obstructions and clean the bore with compressed air, if necessary.

Check if the oil guiding rubber ⑧ of the left housing half is correctly mounted (i.e. with the narrower end of the guide slots facing inwards) and apply a small quantity of grease to fix it in the housing. Brittle or hard oil guiding tubes must be replaced.





### Crankshaft

- When replacing the roller bearing, the inner crankshaft ring must also be renewed.
- Heat special tool 584.29.037.037 on a heating pad up to approx. 150°C and slip it on the inner ring immediately. Press the special tool together tightly so as to obtain a good heat transfer and pull the inner ring off the crankshaft.
- To mount the new inner ring, heat the special tool again to approx. 150°C, engage the inner ring and slip it on the crankshaft journal immediately.

#### ! CAUTION !

NEVER CLAMP THE CRANKSHAFT WITH A STUD OR WEB IN THE VICE, AND NEVER TRY TO KNOCK THE BEARING INNER RING FREE. THE CRANKSHAFT WEBS MAY BE COM-PRESSED AND THE CON-ROD PLUG AND BEARING MAY BE DAMAGES, THEREBY MAKING THE CRANKSHAFT UNUSABLE.

NOTE: Distance adjustment of the main bearings is not requested.

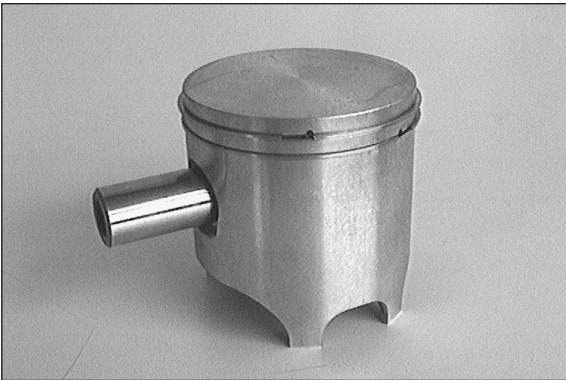
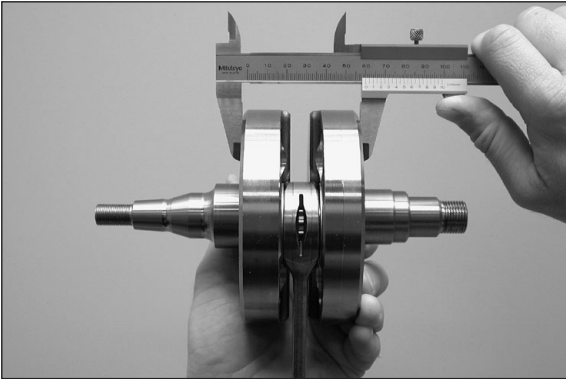
- Place the crankshaft on a roller block or the like, and impact-test the crankshaft journals at their outer ends, using a test gage.

run out of crankshaft journals: max. 0.02 mm (0.0008 in.)

### Crankshaft webs – measure outer dimension

- Crankshaft webs – measure outer dimension with a sliding gauge as illustrated.

Crankshaft webs – outer dimension = 55 mm ± 0.05 mm



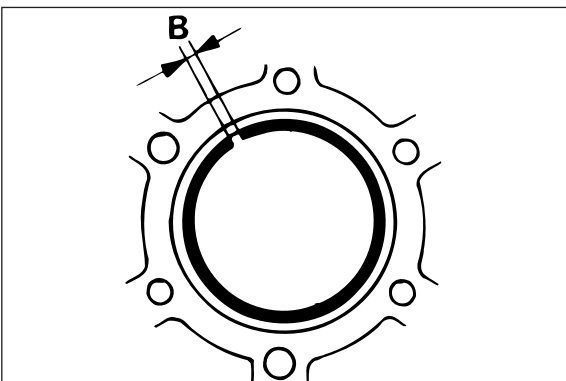
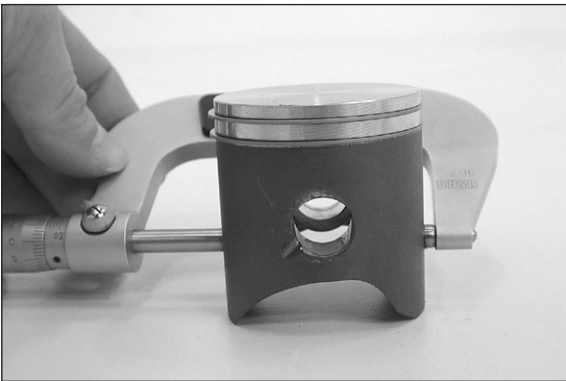
### Piston

If a used piston is to remain in service then the following should be checked:

1. Piston running surface: Check for pressure marks (seizing marks) minor friction marks can be removed with a fine abrasive stick.
2. Piston ring grooves: The piston rings must not get jammed in the grooves. For cleaning the grooves, use an old piston ring or abrasive paper (grain size 400).
3. The piston ring locating pins must be firmly seated in the piston and must not be worn out.
4. Check piston rings for wear and check end gap.

- The piston is measured at the piston skirt, transverse to the piston pin 10 mm from the lower edge, as shown in the illustration.
- The smallest cylinder diameter minus the largest piston diameter determines the piston fitting clearance.

Piston fitting clearance: 0,06 mm (125) / 0,055 mm (200)

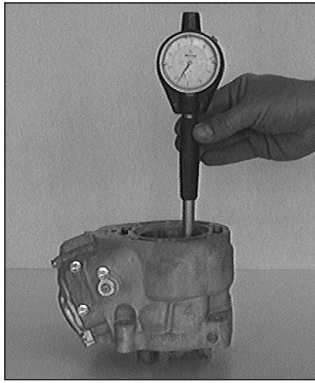
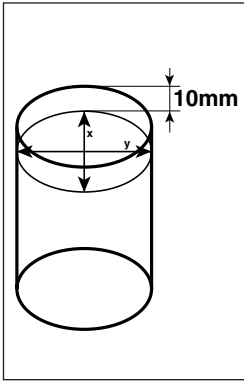


### Piston ring end gap

- Insert piston ring into the cylinder and adjust. Piston ring must be approx. 10 mm (0.5 in) from top of cylinder.
- The end gap **B** can now be checked with a feeler gauge.

End gap max. 0.40 mm (0.015 in)

NOTE: If the end gap is greater check piston and cylinder for wear. If piston and cylinder wear are within the permitted tolerance limits, replace the piston ring.



### Checking cylinder for wear

Measure diameter of cylinder approx. 10 mm (0.5 in) below top of cylinder edge. Check diameter in several corresponding places to see if cylinder is worn oval.

Cylinder diameter 125 up to Model 2000	Piston size
54.250 - 54.262 mm . . . . .	1
54.263 - 54.275 mm . . . . .	2

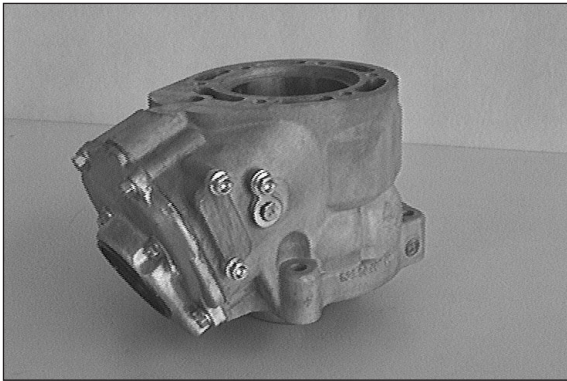
Cylinder diameter 125 Model 2001 onwards	Piston size
54.000 - 54.012 mm . . . . .	1
54.013 - 54.025 mm . . . . .	2

Cylinder diameter 200	Piston size
64.000 - 64.012 mm . . . . .	1
64.013 - 64.025 mm . . . . .	2

If the cylinder diameter is larger than 54.275 mm (125 up to 2000), 54.025 (125 2001 onwards) or 64.025 mm (200), the Nikasil cylinder must be reconditioned or replaced.

NOTE: For reconditioning of the old cylinder all exhaust control components must be removed.

Reconditioned cylinders are available on order from your KTM dealer. The piston size is stamped into the bottom of the piston.



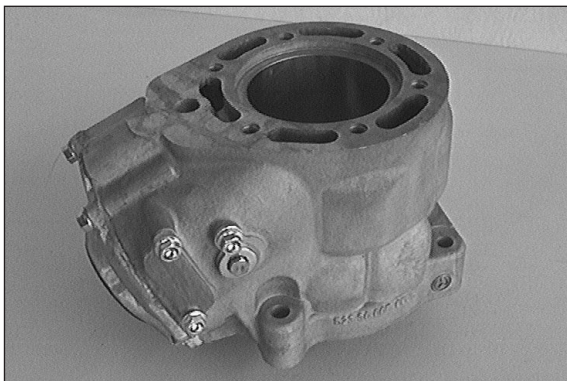
### Nikasil coating of cylinder

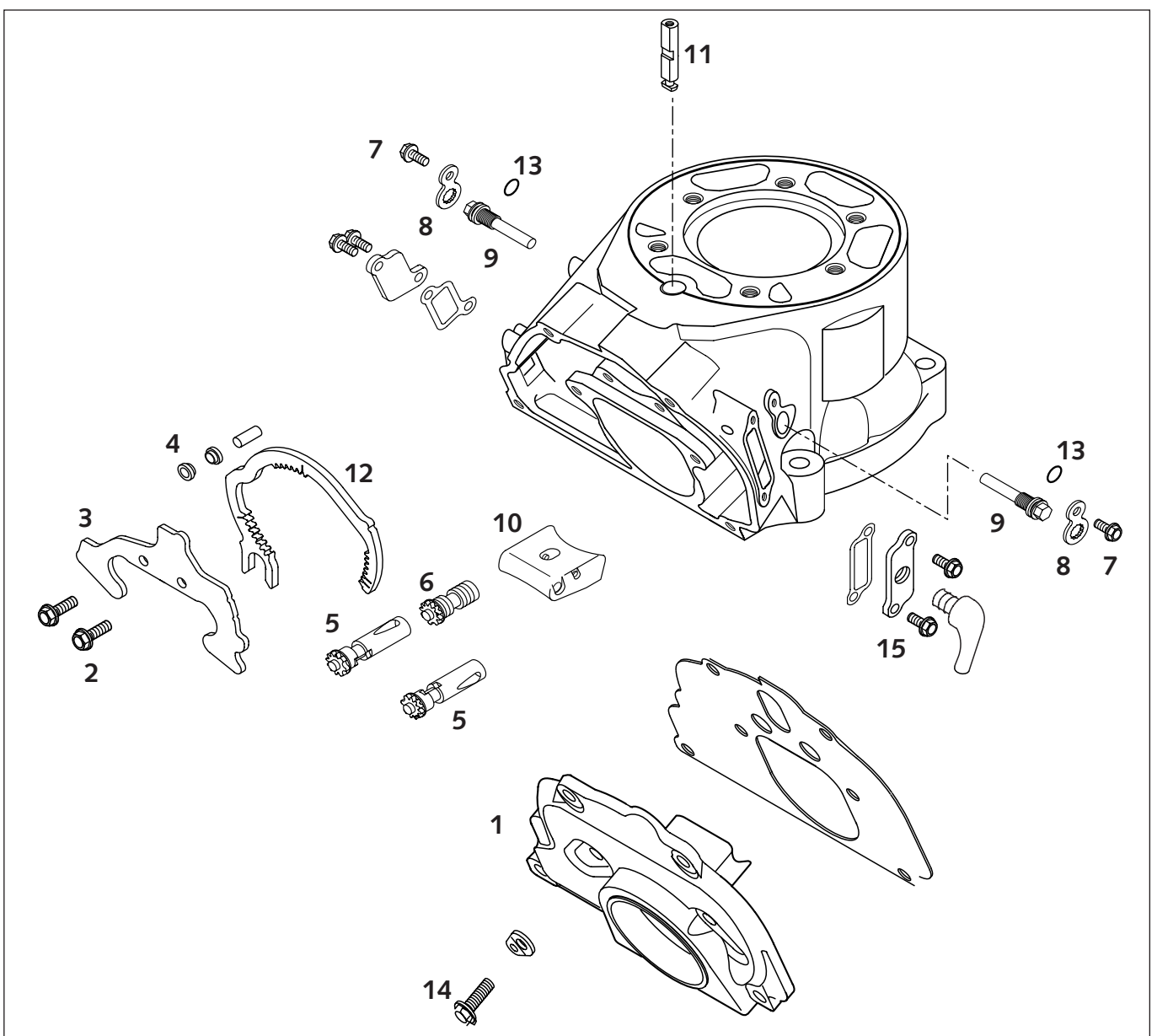
Nikasil is the brand name for a cylinder coating process, developed by the piston manufacturer Mahle. The name is derived from the two materials used in this process - a nickel layer into which the particularly hard silicon carbide is inbedded.

The main advantages of the Nikasil coating are:

- excellent heat dissipation and thus better power output
- low wear
- low weight of the cylinder.

NOTE: The worn coating can be regenerated at low cost provided that the cylinders running surface is flawless.





### Dismounting and checking the exhaust control system in the cylinder

- Remove the 6 bolts ⑭ and take off the exhaust flange ① together with the gasket.
- Undo 2 bolts ② and take the guide plate ③ out of the cylinder.
- Remove 3 collar bushings ④ and the control segment ⑫. To prevent subsequent jamming of the exhaust control, do not damage the bearing surfaces of the collar bushings and the control segment ⑫.
- Take the three roller guides ④ behind out of the cylinder.
- Pull the two control rollers ⑤ and the eccentric shaft ⑥ out of the bores in the cylinder.
- Undo the bolts ⑦ to the left and to the right and remove them together with the locking plates ⑧.
- Twist out the left and the right control flap axles ⑨.
- Slightly push the control flap ⑩ upwards through the exhaust port. Turn the lifting bolt ⑪ of the control flap a quarter of a full rotation (for this purpose, it is recommended to twist a M5x40 bolt into the thread of the lifting bolt) and pull it upwards out of the cylinder. Now the control flap can be taken out of the cylinder.
- Clean all parts of the exhaust control and check for wear and damage.

#### Roller guides ④

Check the contact surface between the roller guides and the control roller segment for grooves and exchange them, if necessary.

#### Control rollers ⑤

Check bearing for play.

Check the teeth of the control rollers for wear.

#### Control flap axles ⑨

Check the control flap axles for wear, especially at the pins.

NOTE: to prevent sticking of the control flap on 125 EXE- and 125 Supermoto models, there are nitrogenized control flap axles (bright surface) available which subseed the original fitted axles (dark surface).

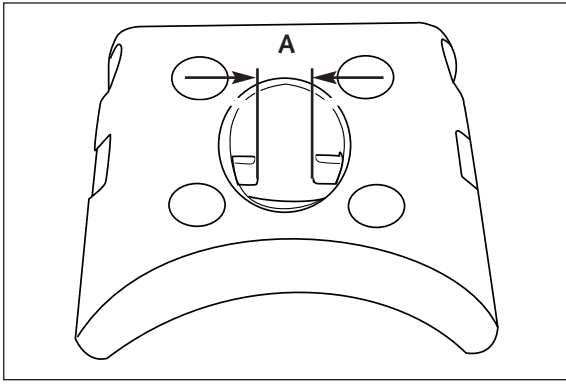
#### Control segment ⑫

Check the contact surface between the control segment and the roller guides for grooves and exchange them, if necessary.

#### O-rings ⑬

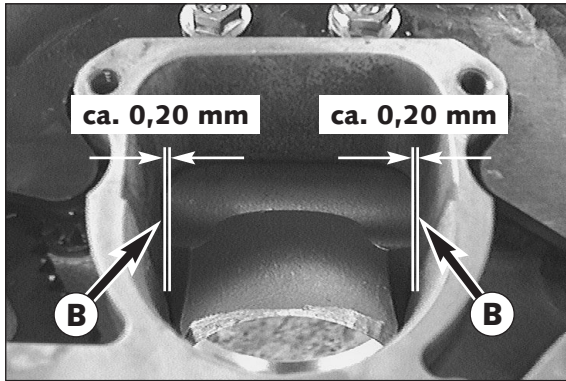
Check the O-rings of the control flap axles for wear and brittleness and exchange them, if necessary.

NOTE: from model 2002 the left side cover ⑮ is drilled for the crank case ventilation.

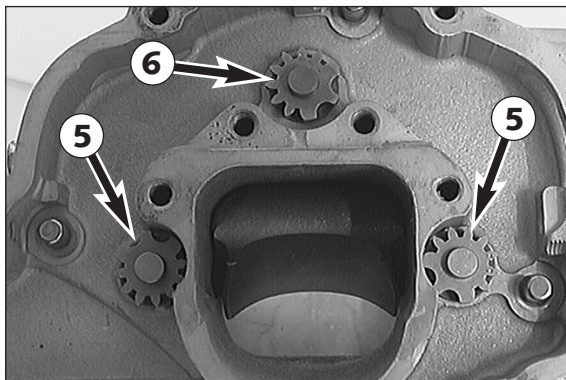
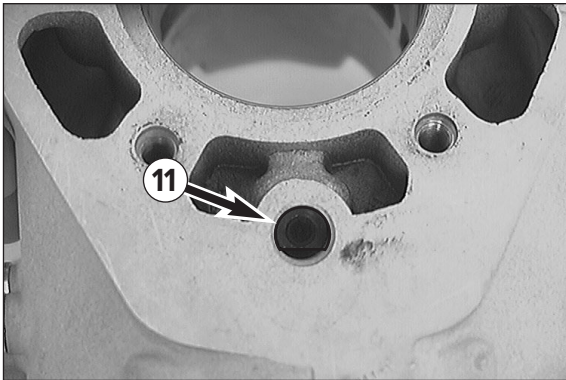
**Control flap 10**

Clean the control flap and check the pins in the control flap for tight fit. Measure the distance **A** between the two pins (see illustration). When mounted, the control flap must not scrape against the exhaust port.

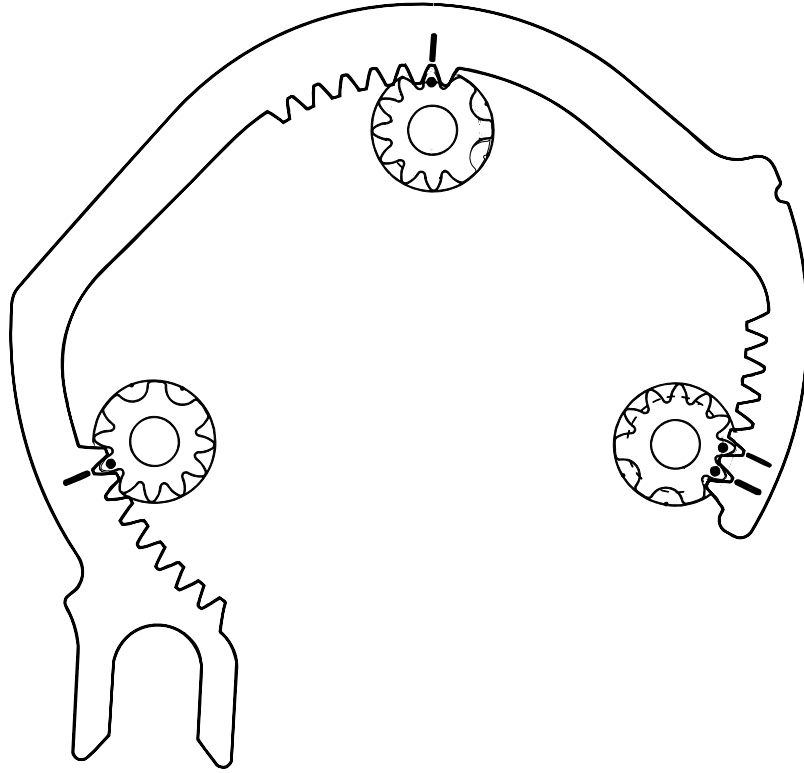
Distance **A**: min. 5.5 mm (0.22 in)/max. 5.8 mm (0.23 in)

**Preassembling the cylinder**

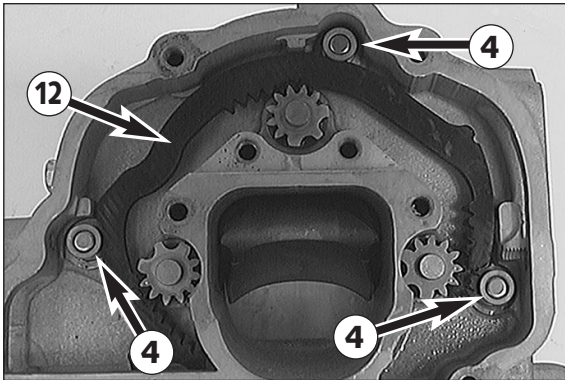
- Grease O-rings **13** and control flap axles **9**, especially at the pins.
  - Slide control flap **10** through the exhaust duct into the cylinder, and position it such that the control flap axles may engage the 2 recesses of the control flap.
  - Mount the left and the right control flap axles **9** without tightening them yet.
  - Insert two feeler gauges of identical thickness (approx. 0.20 mm / 0.008 in) between the control flap and the cylinder wall at points **B**. This distance must be equal on both sides.
  - Twist the control flap axles **9** all the way in and then 1/8 of a full turn out again.
  - Apply Loctite 243 to two bolts **7** and use them to fix the two locking plates **8**, thereby taking care to turn the control flap axles **9** as little as possible.
  - Remove the two feeler gauges and check control flap for easy operation.
  - When installed, the control flap must not touch the exhaust duct.
- 
- Thoroughly oil the lifting bolt **11** and insert it from above into the bore in the cylinder. Insert the lifting bolt until it engages in the control flap **10**. Then rotate it a quarter of a full turn so that the flat section is perpendicular to the direction of travel and faces forward (in the direction of the exhaust port).



- Thoroughly oil the control rollers **5** and insert them into the bores in the cylinder. Insert the control roller with one mark on the left and the control roller with 2 marks on the right side.
- Thoroughly oil the eccentric shaft **6** of the control flap and mount it in the cylinder. Move the control flap up and down. The eccentric shaft should move with the control flap.

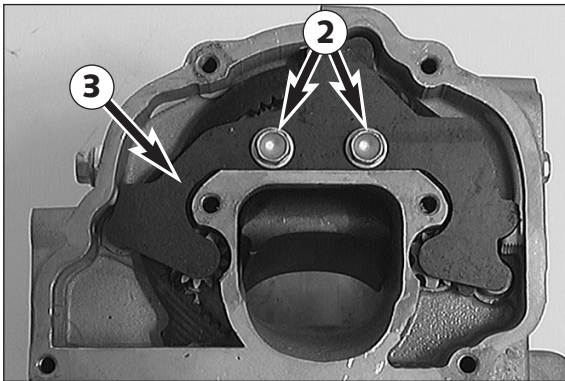


Art No 3.206.005 -E



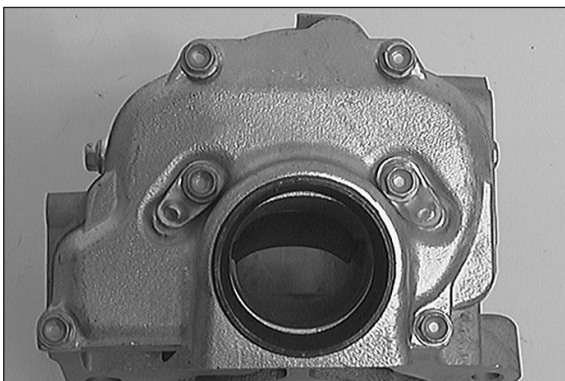
- Grease the pins in the cylinder and mount the 3 roller guides **4** with the large collar facing the cylinder.
- Turn the control rollers and the adjusting roller of the control flap so that the marks are on the outside (facing the control segment).
- Mount the control segment **12** in such a way that the marks on the control rollers coincide with those of the control segment (see illustration).

NOTE: When all marks are aligned, the control flap must be in the bottom position and the bores of the control rollers must be completely closed.

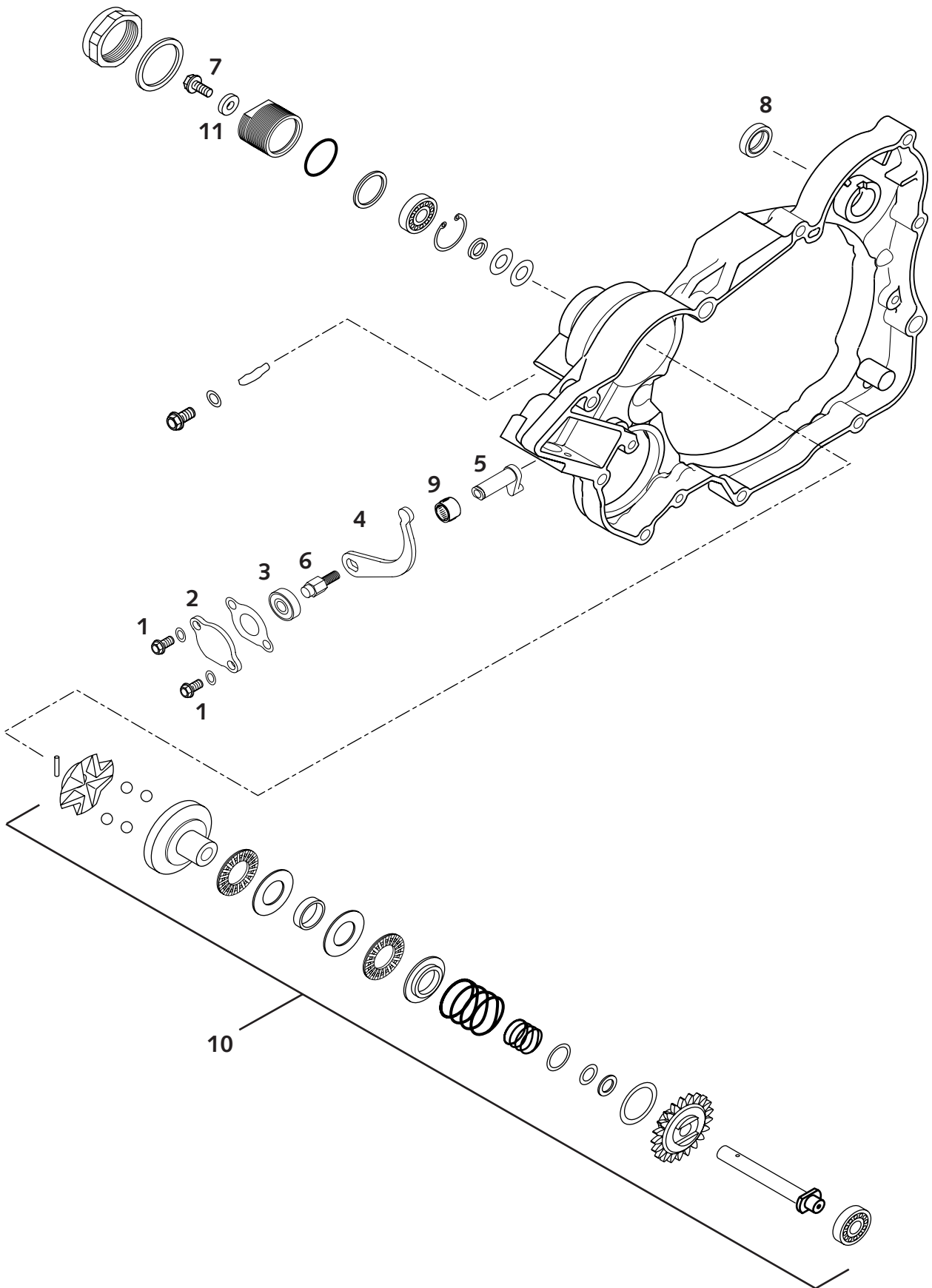


- Mount three roller guides **4** with the small collar facing the cylinder.
- Mount the guide plate **3**, apply Loctite 243 to two bolts **2** and use them to fix the guide plate in the cylinder.
- Turn the control segment clockwise. The control flap must open and the bores of the control rollers must be opened.

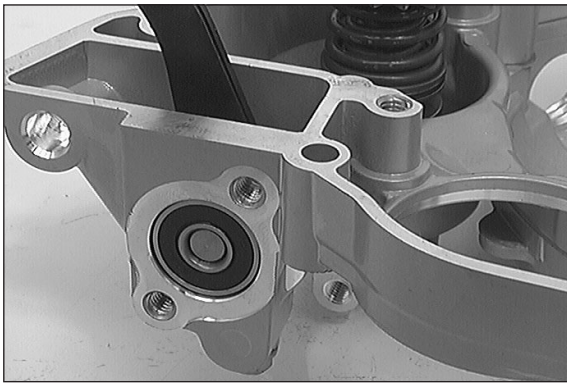
Repair manual KTM 125 / 200



- Mount a new gasket.
- Fix the cover with the six bolts. Don't forget the 2 brackets for the exhaust springs.
- Finally, check the exhaust control system for easy operability

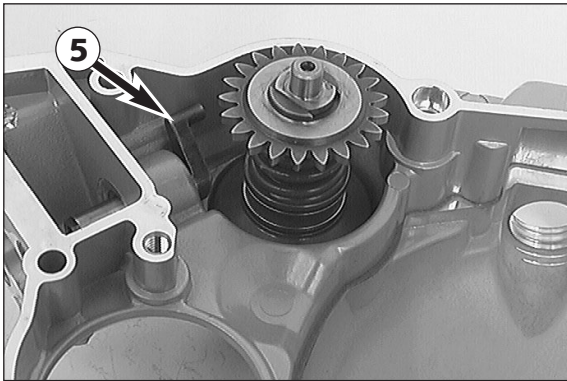






### Dismounting the exhaust control system in the clutch cover, and checking parts for wear.

- Undo 2 bolts ① and remove the closure cap ② together with the gasket and the copper seal rings.
- Press the grooved ball bearing ③ below out of the clutch cover. For this purpose, push the rocker arm ④ of the centrifugal timer forward (in the direction of the grooved ball bearing).



- Turn the adjusting lever ⑤ so that it rests against the clutch cover (see illustration).
- Undo the bolt ⑥ and pull the rocker arm ④ off the adjusting lever ⑤.
- Undo the collar bolt ⑦ of the centrifugal timer ⑩ and pull the centrifugal timer inwards out of the clutch cover.
- Pull the adjusting lever ⑤ out of the clutch cover.
- Clean all parts and check for wear.

#### Adjusting lever ⑤

Check the pins of the adjusting lever for wear. Check the bearing surface between the adjusting lever and the needle bushing for wear.

#### Grooved ball bearing ③

Check for wear.

#### Needle bushing of the adjusting lever ⑨

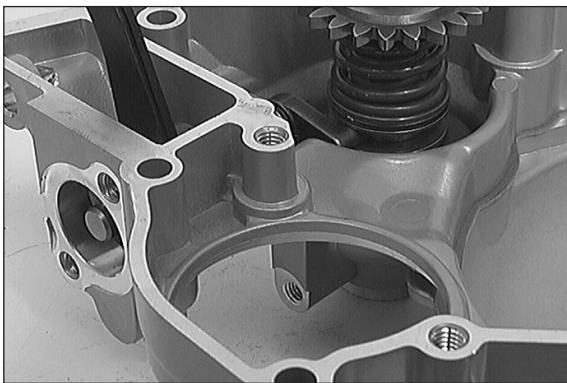
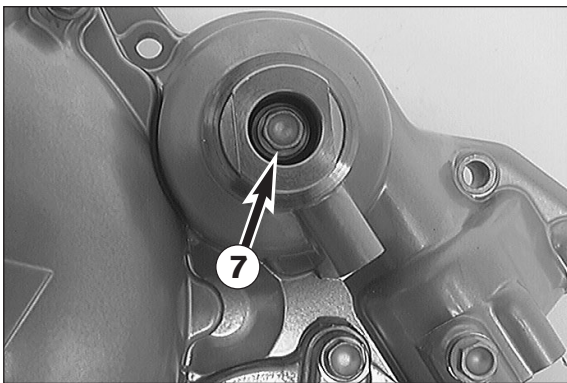
The bearing bushing of the adjusting lever normally shows no signs of wear. If this is nevertheless the case, it is recommended to replace the entire clutch cover.

#### Shaft seal ring of the kickstarter shaft ⑧

Lever the used shaft seal ring out of the clutch cover with a screwdriver. Grease the new shaft seal ring and insert it with the open side facing inwards. Press it in flush.

#### Centrifugal timer ⑩

The centrifugal advance device is factory-preset and must not be disassembled.



### Preassembling the clutch cover

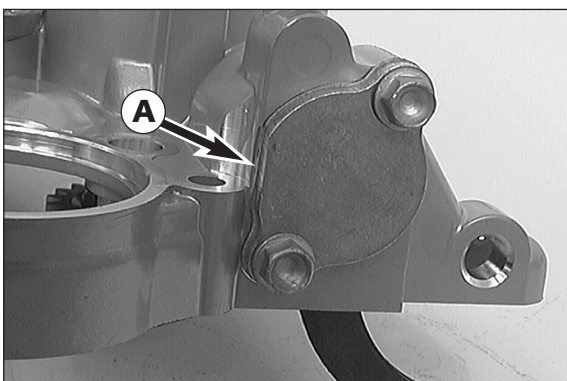
- Grease the bearing ⑨ of the adjusting lever, insert the adjusting lever ⑤ into the clutch cover and let it rest against the clutch cover (see illustration).
- Fix the centrifugal timer with the bolt in the clutch cover. Secure the bolt with Loctite 243.

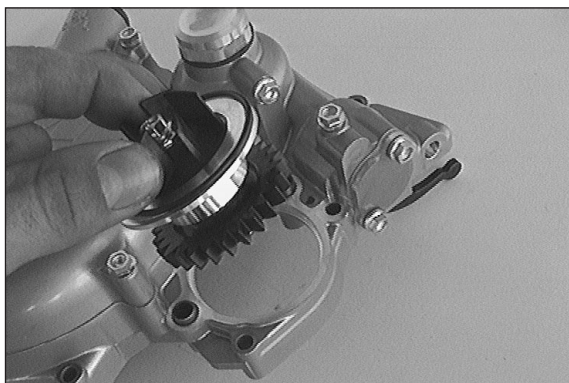
NOTE: The bolt ⑦ is tightened after mounting the clutch cover.

- Hook the pins of the adjusting lever ⑤ into the track of the centrifugal timer.
- Mount the rocker arm ④ on the adjusting lever ⑥ and fix it with a bolt.
- Insert the grooved ball bearing with the open side of the cage facing inwards into the clutch cover.
- Mount the cover ② with a new gasket and new copper gaskets.

### ! CAUTION !

WHEN MOUNTING THE COVER ②, MAKE SURE THAT THE FLAT SECTION A IS CORRECTLY ALIGNED SO AS TO PREVENT DAMAGING OF THE CLUTCH COVER.





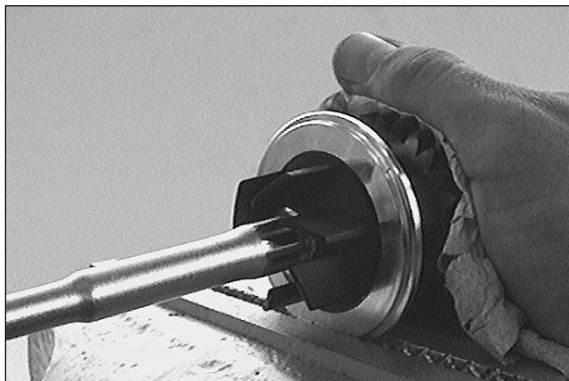
### Disassembling and checking the water pump

- Remove the 2 bolts of the water pump cover and take off the water pump cover.
- Pull the water pump and the O-ring out of the clutch cover.
- Clamp the water pump with the water pump wheel facing upwards into the vise (use protective jaws).

#### ! CAUTION !

TO PREVENT DAMAGING OF THE WATER PUMP DRIVING WHEEL, NEVER CLAMP THE WATER PUMP DRIVING WHEEL ITSELF INTO THE VISE.

- Remove collar bolt ① together with the washer.
- Pull the water pump wheel ② upwards off the water pump shaft ③.
- Take the water pump shaft out of the vise and pull the water pump shaft out of the water pump housing ④.



#### Shaft seal ring of the water pump shaft ⑤

Use a screwdriver to lever the shaft seal ring out of the water pump housing.

Apply Loctite 648 to the outside of the new shaft seal ring and press it into the housing with the label facing inwards.

#### Grooved ball bearing of the water pump shaft ⑥

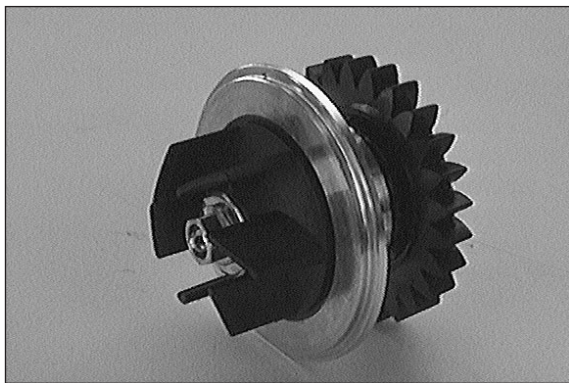
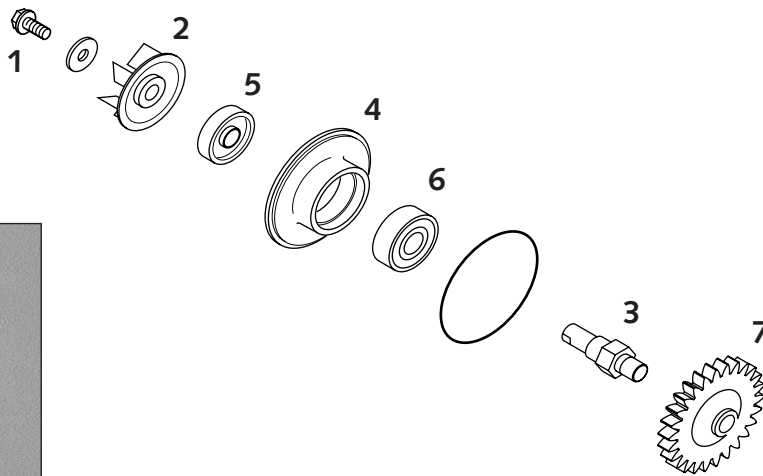
The shaft seal ring ⑤ must be removed to exchange the grooved ball bearing. Use an appropriate mandrel to press the grooved ball bearing out of the water pump housing ④.

Press a new grooved ball bearing all the way into the seat. Apply Loctite 648 to the outside of a new water pump shaft seal ring and insert it with the label facing inwards.

#### Water pump driving wheel ⑦

The water pump driving wheel should not turn on the water pump shaft.

Check the teeth of the water pump driving wheel for wear.



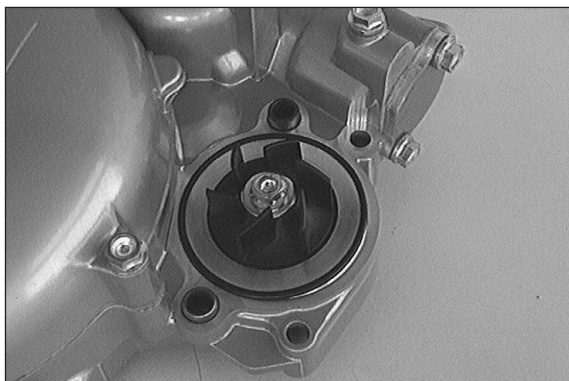
### Preassembling the water pump

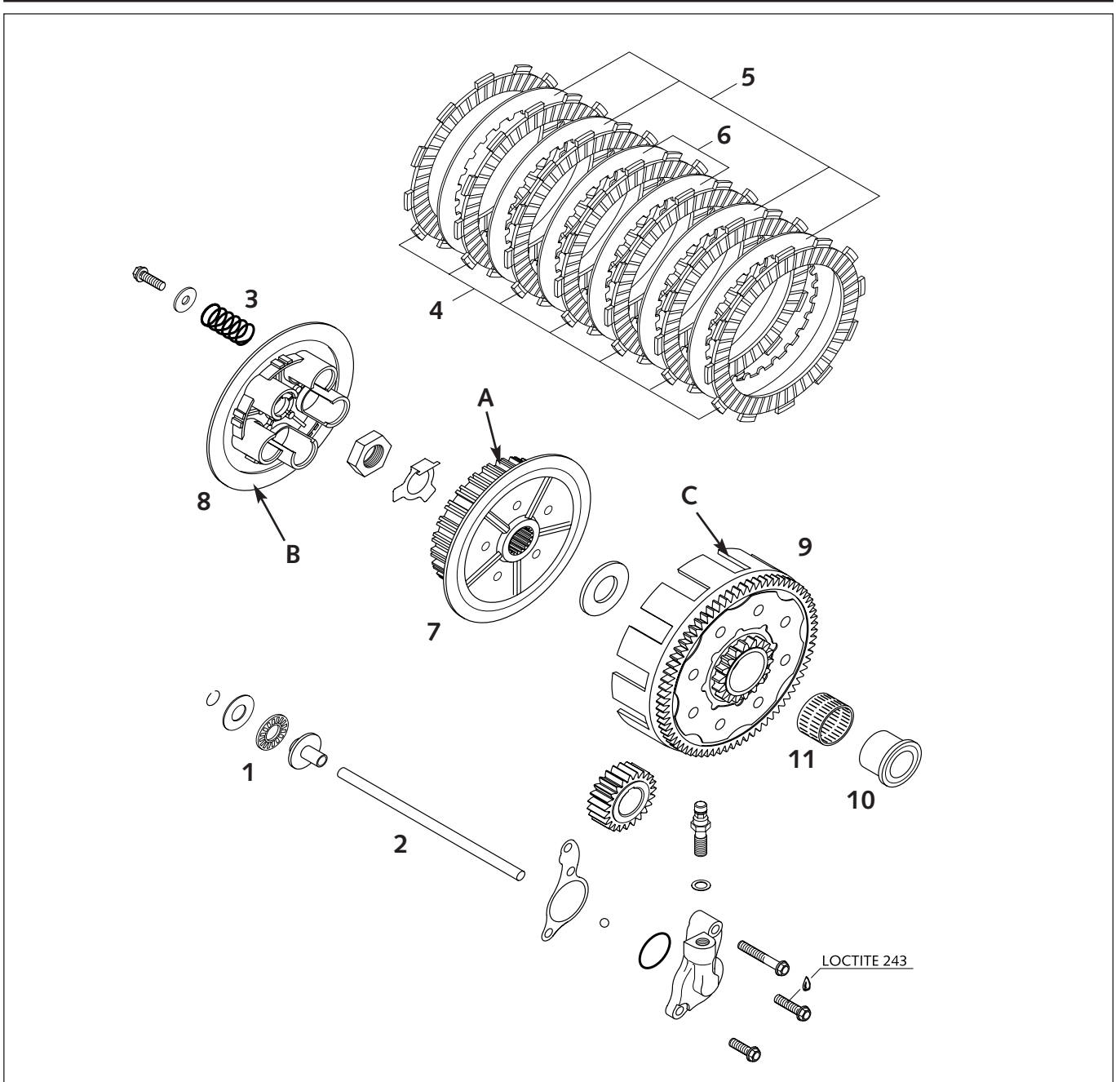
- Grease the shaft seal ring ⑤ and the grooved ball bearing ⑥ of the water pump shaft and insert the water pump shaft into the water pump housing ④.
- Clamp the water pump shaft into the vise (use protective jaws).

#### ! CAUTION !

TO PREVENT DAMAGING OF THE WATER PUMP DRIVING WHEEL, NEVER CLAMP THE WATER PUMP DRIVING WHEEL ITSELF INTO THE VISE.

- Put the water pump wheel ② on the shaft, apply Loctite 243 to the bolt ① and mount bolt and washer.
- Place preassembled water pump and new O-ring into clutch cover.
- Fix water pump cover with 2 short bolts.





### Checking clutch for wear

Thrust bearing ① - check it for score marks and easy operability.

Push rod ② - place it on a flat surface check for bents.

Clutch springs ③ - minimum length 38 mm (1.496 in) (new 39 mm / 1.535 in); if necessary exchange all 5 springs.

7 Lining discs ④ - minimum thickness: 2.9 mm (0.114 in) (new 3,0 mm / 0.118 in). Discs must be plane.

4 Clutch discs - aluminium ⑤ - discs must be plane; check for mechanical damage.

2 Clutch discs - steel ⑥ - discs must be plane; check for mechanical damage.

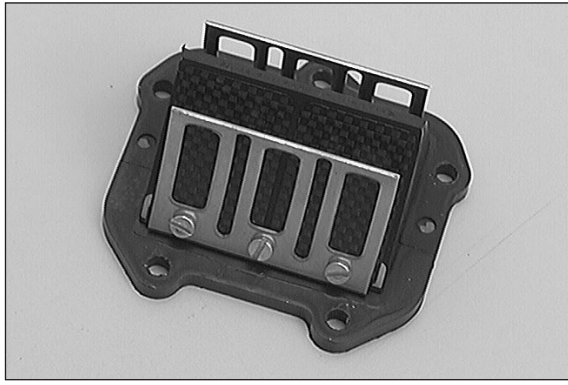
Inner clutch hub ⑦ - check the bearing surface of the lining disc for damage.

Check the bearing surfaces A of the steel discs at the inner clutch hub. If the grooves are deeper than 0.5 mm (0.02 in) replace the inner clutch hub.

Pressure cap ⑧ - check the bearing surface B of the lining disc for damage.

Outer clutch hub ⑨ - check the stop faces C of the lining discs for wear. The outer clutch hub must be replaced if the grooves are more than 0.5 mm (0.02 in) deep (see below).

Mount the inner ring ⑩ and the needle cage ⑪ and check for play.



### Reed valve housing, intake flange

NOTE: The reed paddles ❶ slowly lose their tension during operation, thus reducing the overall performance. Damaged or worn reed paddles must therefore be replaced.

The entire reed valve housing must be exchanged if the sealing surfaces of the reed valve housing ❷ are also damaged.

#### ! CAUTION !

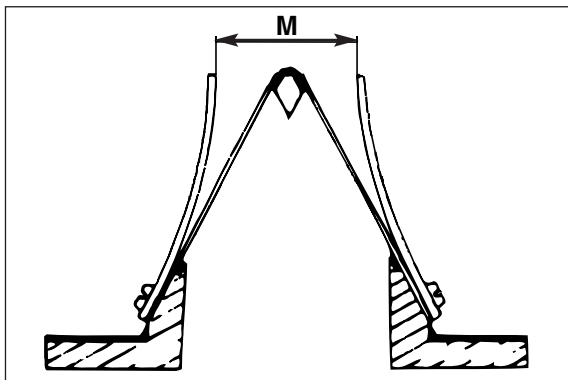
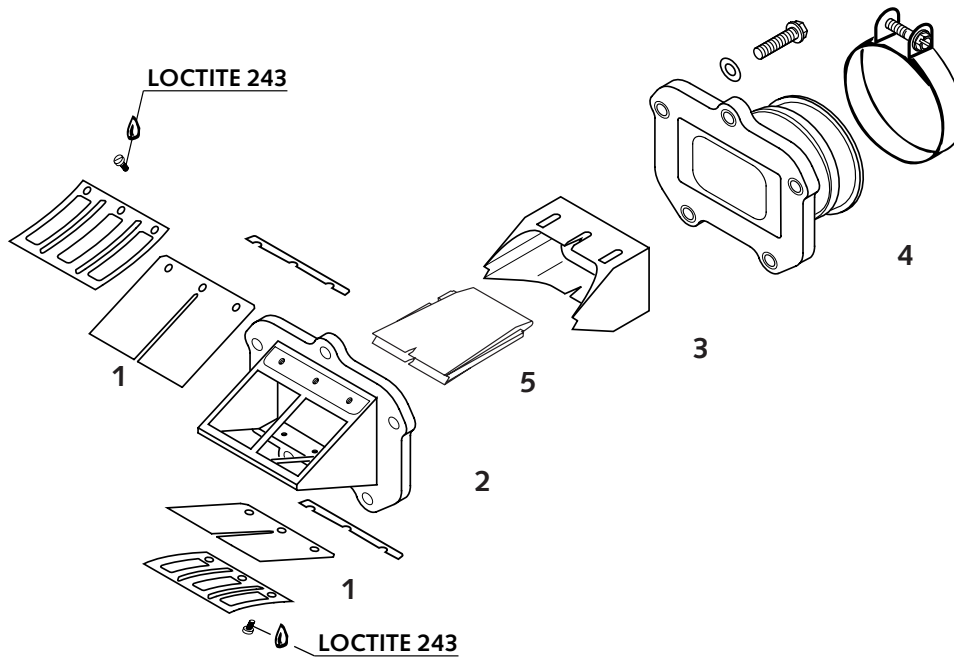
WHEN MOUNTING THE REED VALVE HOUSING BE SURE TO APPLY LOCTITE 243 TO ALL BOLTS.

Velocity insert ❸

Check for tight fit and damage.

Intake flange ❹

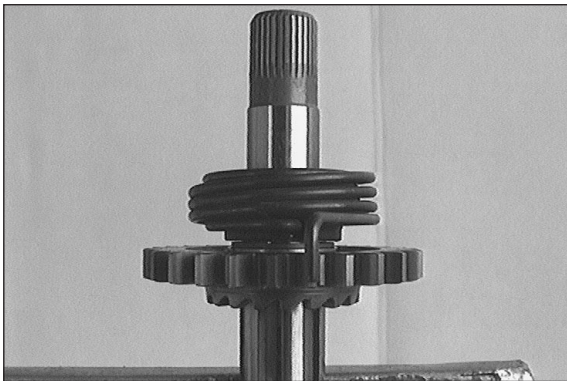
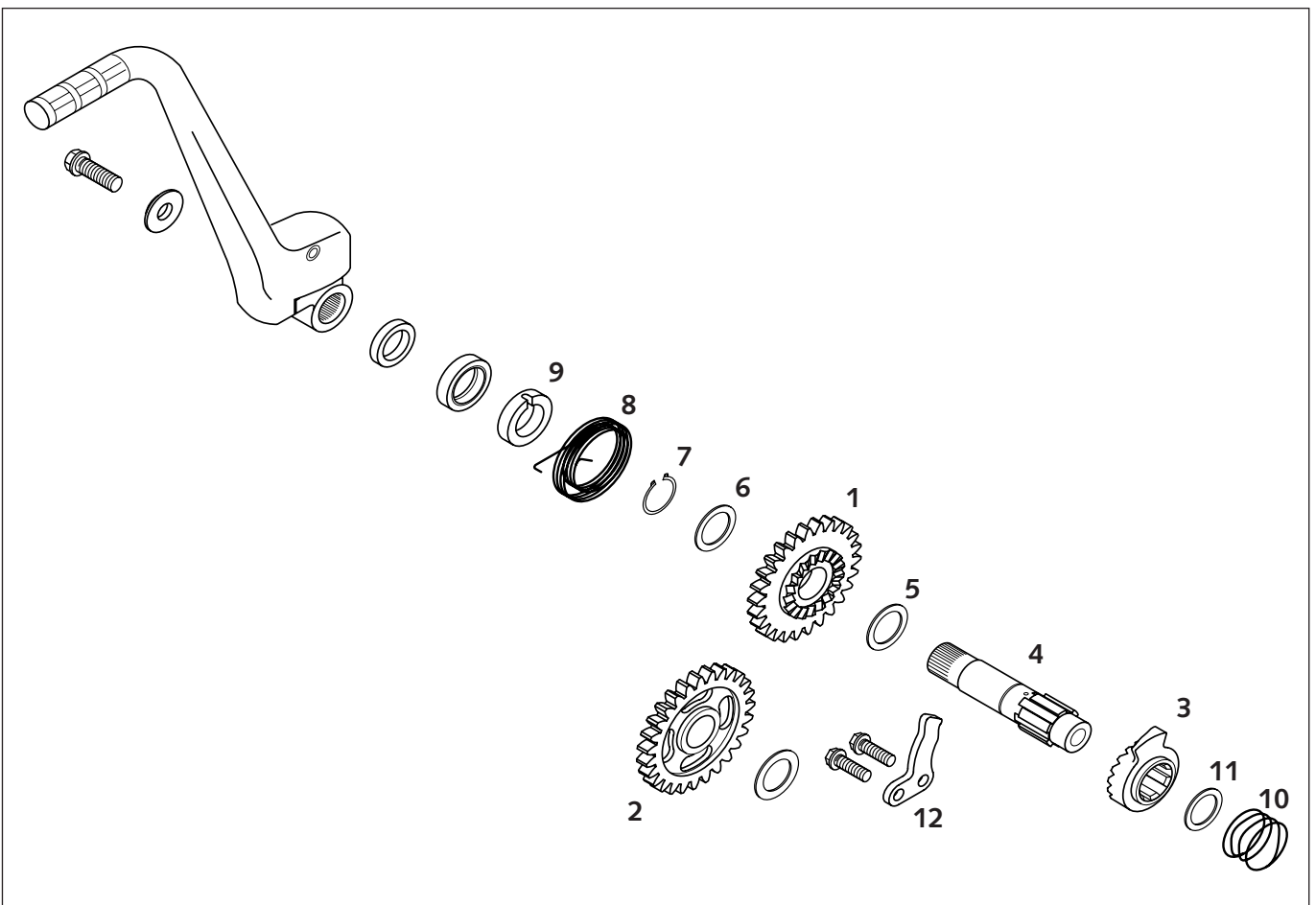
Check for cracks and other damage.



NOTE: Model 2000 onwards velocity insert ❸ and wing ❺ is only available as one part.

– Measure distance **M** between the stop plates with a sliding gauge.

Distance **M** = 28 mm (1.1 in)



### Kickstarter

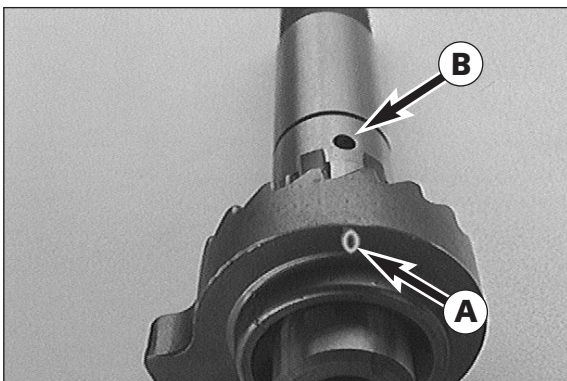
Take all components off the kickstarter shaft and clean them.

**Kickstarter gear ①**  
Check the bearing for play and grooves.

**Intermediate kickstarter gear ②**  
Check the bearing for play and grooves.

**Locking pawl ③**  
Check for wear and damage.

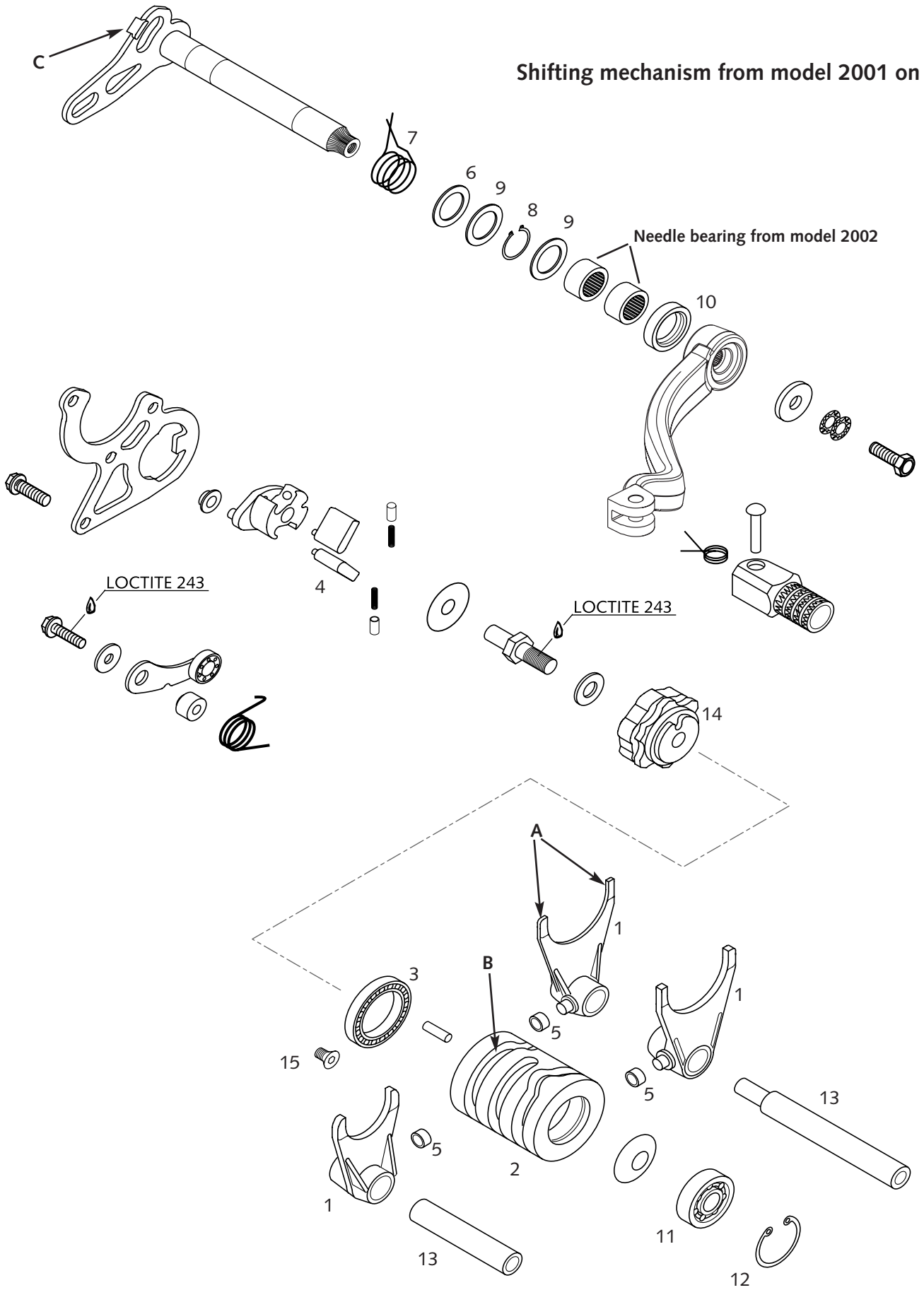
**Kickstarter shaft ④**  
Check for wear and damage, paying particular attention to pivot points and teeth. Check the lubrication bores for free passage.

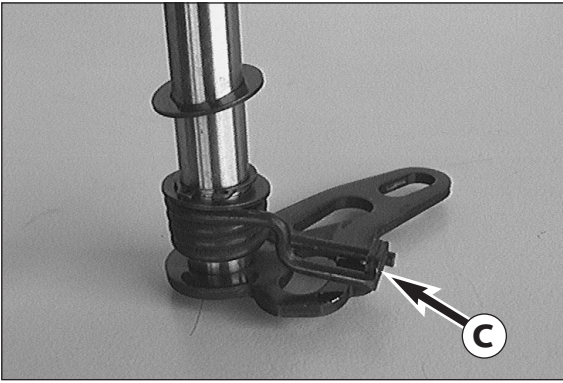


### Preassembling the kickstarter shaft

- Mount the locking pawl on the kickstarter shaft. Ensure that the mark **A** on the locking pawl coincides with the bore **B** in the kickstarter shaft.
- Clamp the kickstarter shaft **④** into the vise (use protective jaws) with the teeth end facing upwards.
- Mount the stop disc **⑤** (17x24x1 mm) and the kickstarter gear **①** with the ratchet teeth facing downwards.
- Put the stop disc **⑥** (17x24x1 mm) on the shaft.
- Mount the circlip **⑦** with the sharp edge facing upwards.
- Mount the kickstarter spring **⑧**; insert the inner end of the kickstarter spring into the bore of the kickstarter shaft.
- Mount the driving hub **⑨**; the slot must be positioned above the inner end of the kickstarter spring.
- Take the kickstarter shaft out of the vise.
- Mount the ratchet gear spring **⑩** and the stop disc **⑪** on the kickstarter shaft.

Shifting mechanism from model 2001 on





### Shifting mechanism

Shift forks ①  
Check the blade ① for wear.

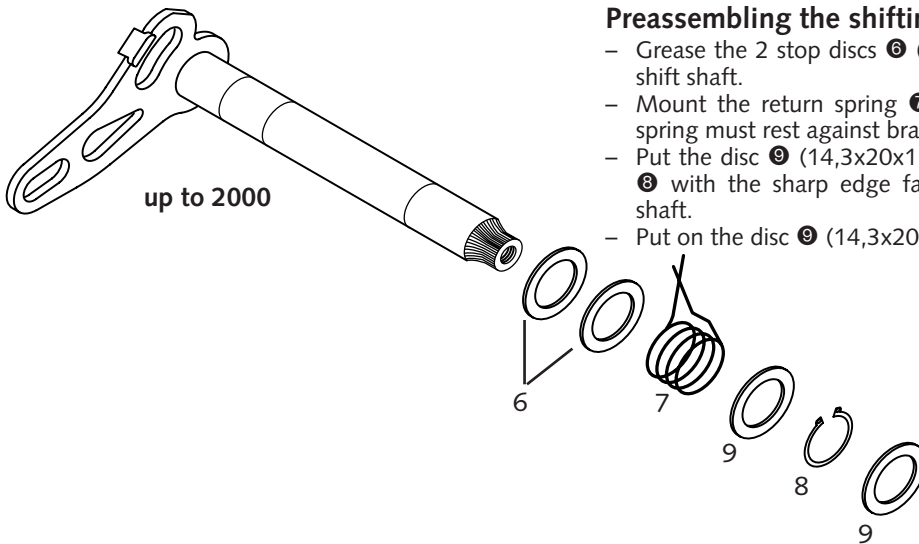
Shift roller ②  
Check the shift grooves ② for wear.  
Ensure that the shift roller rests properly in the grooved ball bearing ③.  
Check the grooved ball bearing ③ in the shift roller for wear. To replace it, remove the Seeger circlip ring ④ and pull the grooved ball bearing out of the shift roller (slide seat). Mount the Seeger circlip ring with the sharp edge pointing to the outside.

Shift ratchet ④  
Check the contact surface toward the gear shifting gate for wear. The shift ratchets must not jam when mounted.

Grooved ball bearing ③  
Check for smooth operation.

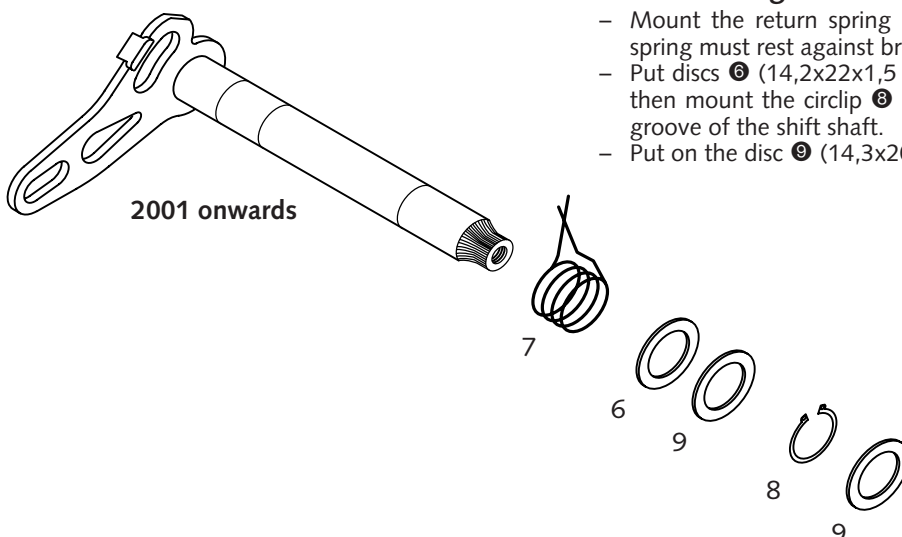
Sleeves ⑤  
on the driving pin for the shift shaft must be free of pressure marks.

Shift rails ⑥  
Impact-test the shift rails on a planar surface. Check shift rails for score and seizing marks. The easy operability of the shift forks on the shift rails must be ensured.



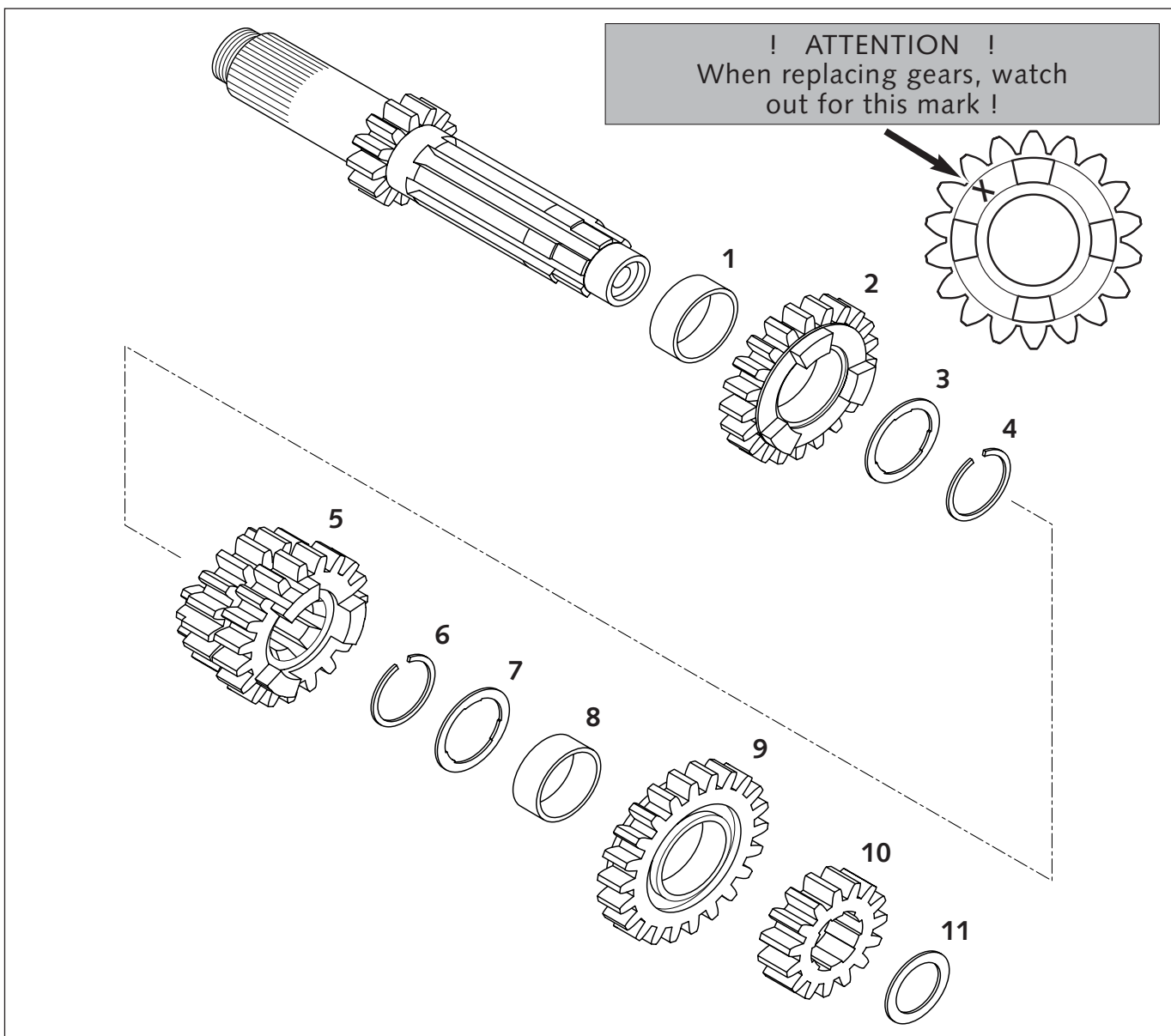
### Preassembling the shifting shaft (up to model 2000)

- Grease the 2 stop discs ⑥ (14,3x20x1 mm), and slide them onto the shift shaft.
- Mount the return spring ⑦ on the shift shaft; the two legs of the spring must rest against bracket ④ of the shift shaft.
- Put the disc ⑧ (14,3x20x1 mm) on the shaft, then mount the circlip ⑧ with the sharp edge facing upwards in the groove of the shift shaft.
- Put on the disc ⑨ (14,3x20x1 mm).



### Preassembling the shifting shaft (model 2001 onwards)

- Mount the return spring ⑦ on the shift shaft; the two legs of the spring must rest against bracket ④ of the shift shaft.
- Put discs ⑥ (14,2x22x1,5 mm) and ⑨ (14,3x20x1 mm) on the shaft, then mount the circlip ⑧ with the sharp edge facing upwards in the groove of the shift shaft.
- Put on the disc ⑨ (14,3x20x1 mm).



### Transmission

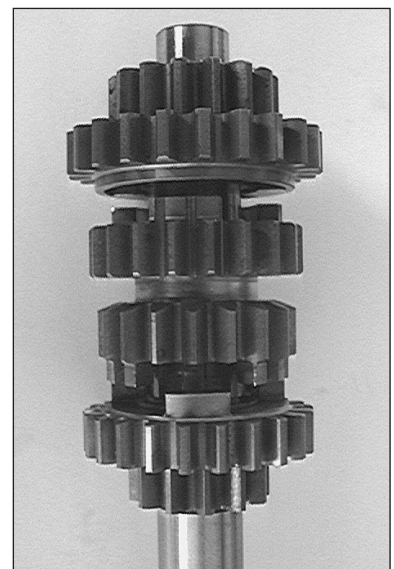
Clamp the main shaft or counter shaft, respectively, into the vise (use protective jaws). Remove the gears and check the following parts for wear and grooves:

- Bearing sleeves
- Pivot points of the main shaft and countershaft and pivot points of the idler gears
- Shift dogs of the gears
- Tooth faces of all gears
- Tooth profiles of the main shaft and countershaft as well as of the corresponding gears
- Check the profiles of all control gears for smooth operation

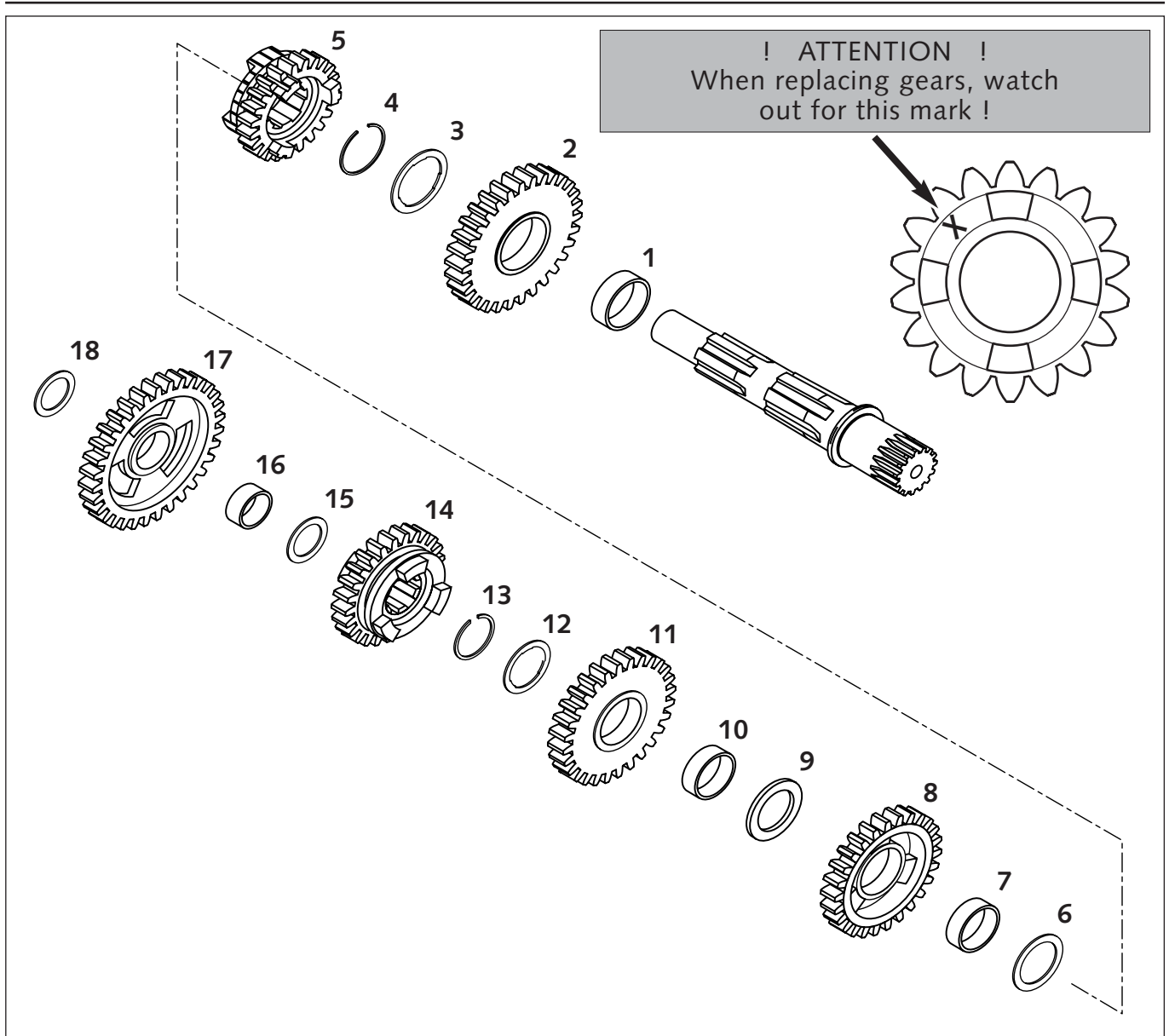
Thoroughly clean all parts, exchange damaged components. New axial securing elements should be mounted whenever repair work is performed.

### Assembling the main shaft

- Clamp the main shaft into a vise (use protective jaws) with the toothed end facing downwards.
- Carefully grease all parts before mounting them.
- Mount the bearing sleeve ① (22x25x11.1 mm) on the main shaft. Then put the 5<sup>th</sup> idler gear ② on the shaft with the shifting claws facing upwards.
- Put the stop disc ③ (22.2x27.8x1 mm) onto the shaft and mount the axial securing element ④.
- Mount the 3<sup>rd</sup>/4<sup>th</sup> sliding gear ⑤ with the small gear facing downwards and mount the axial securing element ⑥.
- Put the stop disc ⑦ (22.2x27.8x1 mm) onto the shaft.
- Mount the bearing sleeve ⑧ (22x25x11.1 mm) and the 6<sup>th</sup> idler gear ⑨ with the recess for the shifting claws facing downwards.
- Mount the 2<sup>nd</sup> fixed gear ⑩ and the stop disc ⑪ (17.2x26x1 mm).
- Then check all gears for smooth operation.







Art No 3.206.000 -E

## Transmission

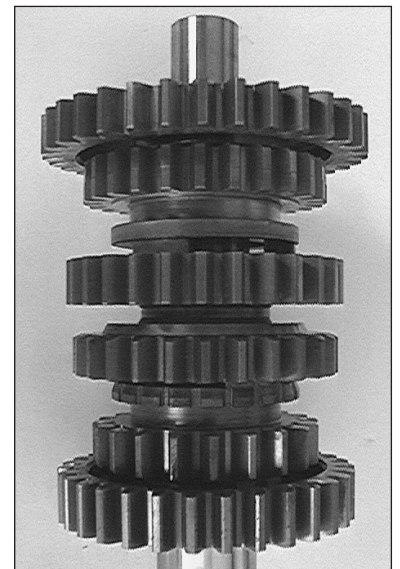
Clamp the main shaft or counter shaft, respectively, into the vise (use protective jaws). Remove the gears and check the following parts for wear and grooves:

- Bearing sleeves
- Pivot points of the main shaft and countershaft and pivot points of the idler gears
- Shift dogs of the gears
- Tooth faces of all gears
- Tooth profiles of the main shaft and countershaft as well as of the corresponding gears
- Check the profiles of all control gears for smooth operation

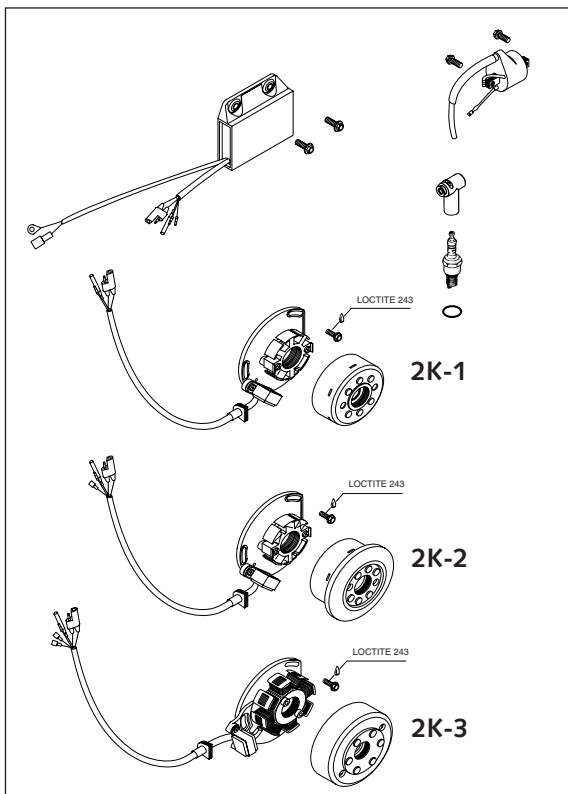
Thoroughly clean all parts, exchange damaged components. New axial securing elements should be mounted whenever repair work is performed.

## Assembling the countershaft

- Clamp the countershaft into the vise (use protective jaws!) with the toothed end facing downwards.
- All parts must be carefully greased before mounting.
- Mount the bearing sleeve ① (25x28x9.7 mm) and the 2<sup>nd</sup> idler gear ② with the recess for the shifting claws facing upwards.
- Mount the stop disc ③ (25.2x32x1 mm) and the axial securing element ④ on the countershaft.
- Mount the 6<sup>th</sup> idler gear ⑤ with the shift groove facing upwards, then mount the stop disc ⑥ (22.2x28x1 mm).
- Mount the bearing sleeve ⑦ (22x25x8.1 mm), the 4<sup>th</sup> idler gear ⑧ and the stop disc ⑨ (22.2x30x2.5 mm).
- Mount the bearing sleeve ⑩ (22x25x8.1 mm), the 3<sup>rd</sup> idler gear ⑪, the stop disc ⑫ (22.2x27.8x1 mm) with internal teeth and the axial securing element ⑬.
- Mount the 5<sup>th</sup> sliding gear ⑭ with the shift groove facing downwards and the stop disc ⑮ (17.2x26x1 mm).
- Mount the bearing sleeve ⑯ (17x20x9.7 mm), the 1<sup>st</sup> idler gear ⑰ with the collar facing upwards and the stop disc ⑱ (17.2x26x1 mm).



Repair manual KTM 125 / 200



## Ignition

### General information

The measurements described below will only reveal severe problems. Coil short circuits leading to weak ignition sparks or low generator output, respectively, can only be detected with the help of an ignition test bench. In the case of malfunction always check the cables and the plug and socket connections of the ignition system first.

Make sure to select the correct measuring range when performing measurements.

The CDI unit can be checked only on the ignition test bench.

### Spark plug

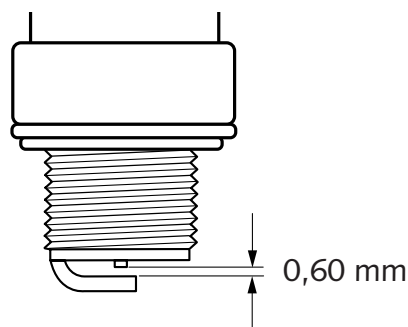
Electrode distance: 0.60 mm (0.024 in)

#### Insulator

Check for cracks and fissures.

**! CAUTION !**

ALWAYS USE A SPARK PLUG WITH RESISTOR. OTHERWISE PROBLEMS CAN OCCUR IN THE CDI UNIT.



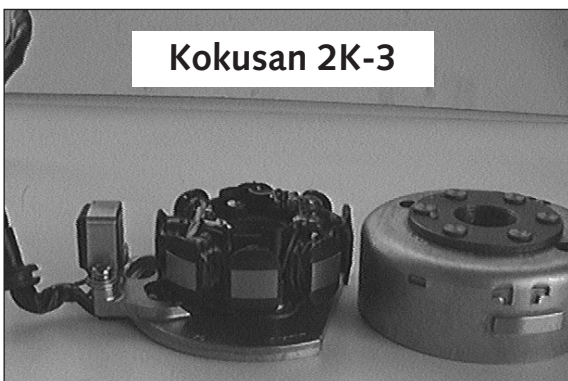
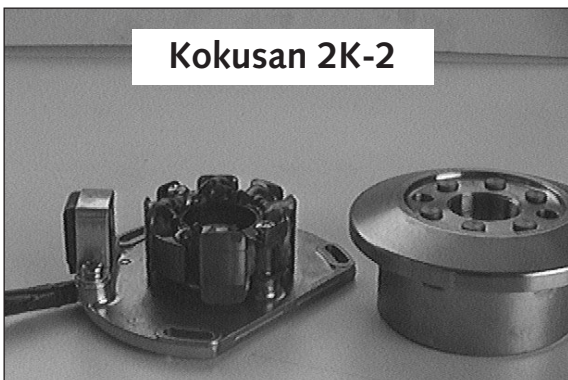
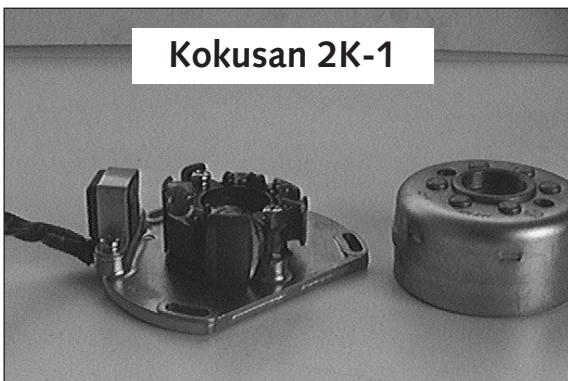
### Check stator and pulse generator

Use an ohmmeter to perform the following measurements:

Ignition	Measure	cable colours	Resistance
2K-1	Pulser coil	red – green	100 Ω ± 20%
	Exciter	black/red – red/white	24,8 Ω ± 20%
2K-2	Pulser coil	red – green	100 Ω ± 20%
	Exciter	black/red – red/white	24,8 Ω ± 20%
	Charge coil	ground – yellow	0,74 Ω ± 20%
2K-3	Pulser coil	red – green	100 Ω ± 20%
	Exciter	black/red – red/white	12,7 Ω ± 20%
	Charge coil	ground – yellow	0,65 Ω ± 20%
		white – yellow	0,16 Ω ± 20%

NOTE: The measuring must be performed at a temperature of 20° C. Otherwise significant deviations must be expected.

Replace the stator and/or the pulse generator if the measured values deviate significantly from the setpoint values.



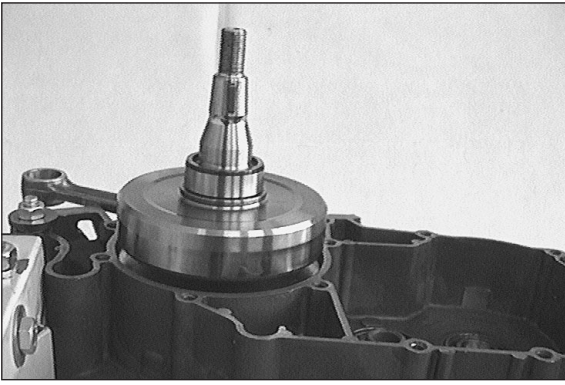
# ASSEMBLING THE ENGINE

# 6

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FILLING IN THE GEAR OIL .....	.6-12





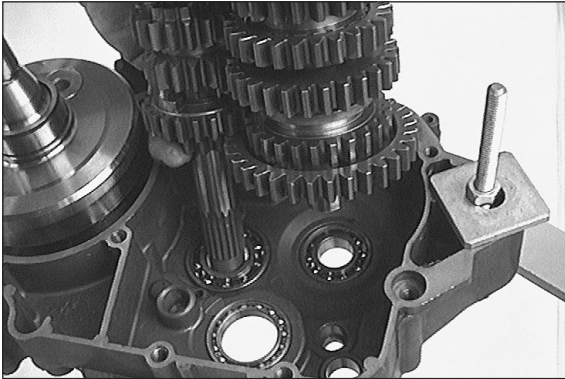
- Clamp the right housing half onto the mounting rack.

### Mounting the crankshaft

- Oil the grooved ball bearing of the crankshaft.
- Insert the crankshaft into the grooved ball bearing from above and carefully push it as far as it will go.

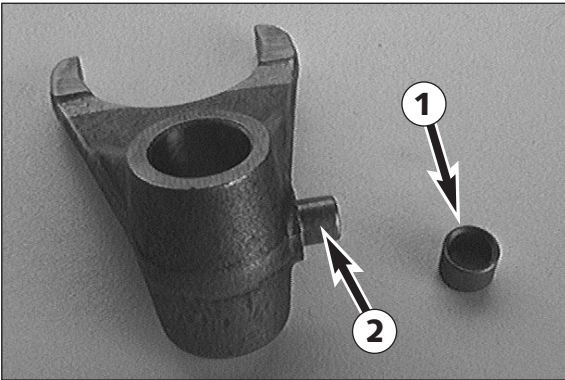
**! CAUTION !**

THE CONROD MUST BE DIRECTED TOWARDS THE CYLINDER WHEN THE CRANKSHAFT IS INSERTED!

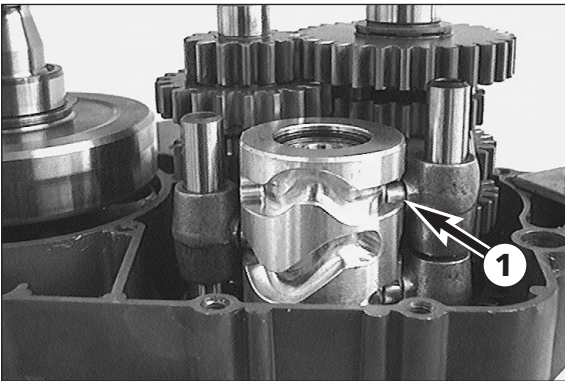


### Transmission, shift mechanism

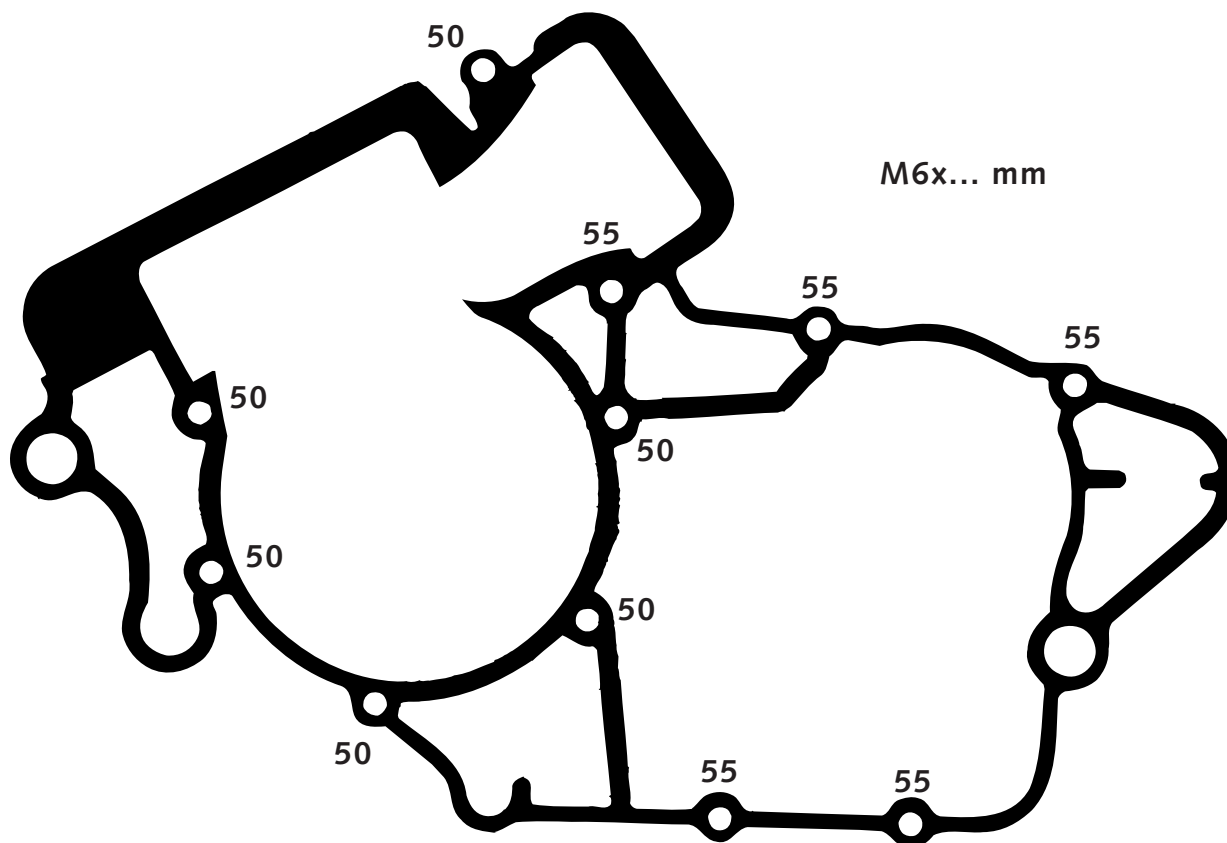
- Mount the stop disc at the bottom of the countershaft and fix it with grease to prevent it from slipping off the shaft.
- Align the teeth of the main shaft and the countershaft and insert both shafts together into the bearing seats.



- Grease the driving pins (2) of the shift forks and mount the rollers (1).

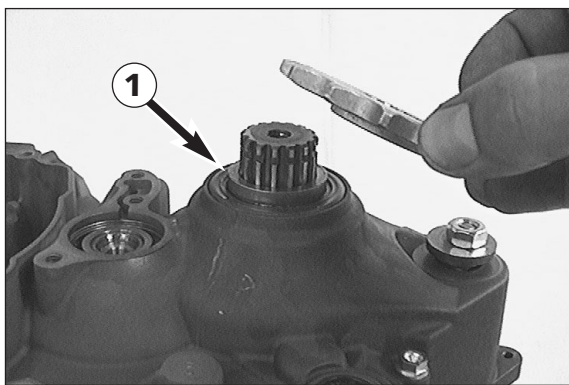


- Oil the blades of the shift forks and hook them into the sliding gears.
- Insert the shift roller into the bearing seat and hook the shift forks into the shift roller.
- Oil the shift rails and insert them into the shift forks (short rail facing the main shaft).



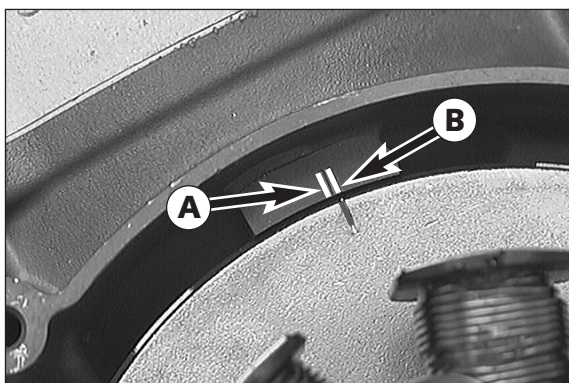
### Assembling the engine housing

- Remove the engine holder at the mounting rack.
- Make sure that both dowels are properly located in the right housing half.
- Slightly grease the sealing surface of the housing and mount a new gasket.
- Make sure that the rubber is properly inserted into the left housing half and that the sleeves have not slipped off the driving pins of the shift forks.
- Grease the shaft seal rings of the left housing half and put on the left housing half.
- Check the housing gasket for proper fit.
- Grease the threaded sections and the contact surfaces at the heads of the housing bolts. Insert the bolts and assemble the housing (bolt lengths are indicated in the illustration).
- Before and after tightening the housing bolts with 8 Nm (6 ft.lb.) check all shafts for easy operation.
- Fix the engine on the mounting rack.
- Cut the protruding gasket off cleanly at the sealing surfaces at cylinder base and reed valve housing.



### Engine sprocket

- Oil the O-ring ( $\neq 1.78$  mm) and put it on the countershaft.
- Mount the distance bushing **1** in such a way that the O-ring is located in the chamfer.
- Put the chain sprocket onto the countershaft with the collar facing inwards and fix it with the circlip (sharp edge outwards).
- Tap the chain sprocket with a hollow mandrel or a similar tool to slightly pretension the O-ring and to press the circlip into the groove.

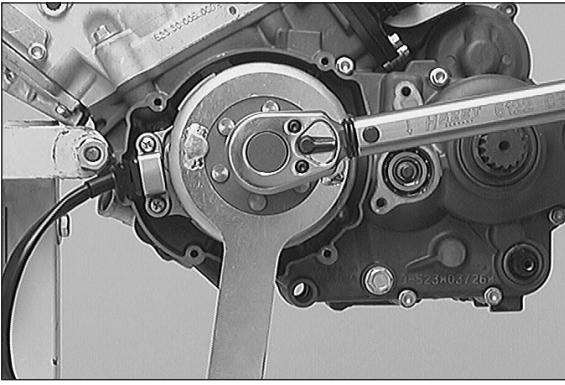


### Ignition system

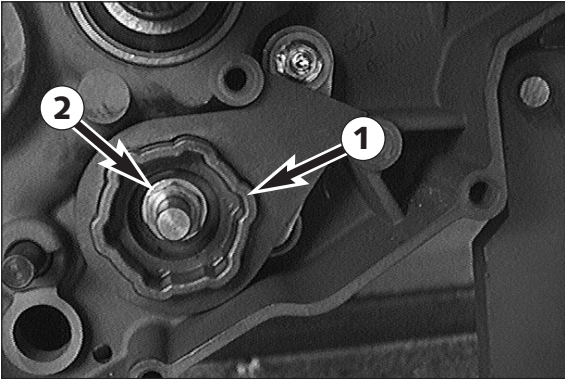
- Insert the woodruff key into the crankshaft.
- Apply Loctite 243 to the thread of the bolt and fix the stator in the housing with the 3 bolts without yet tightening the bolts.
- Turn the stator so that mark of the stator coincides with the middle mark of the housing. Then tighten all three bolts of the stator.

NOTE: The left-hand mark **A** in the housing is intended for the 2K-1 and 2K-2 ignition systems. The right-hand mark **B** in the housing is meant for the 2K-3 ignition system.

- Insert the cable guide into the housing.



- Mount the rotor.
- Mount the detent edged ring and the nut.
- Hold the rotor with the holding spanner and tighten the hexagon nut with 60 Nm / 44 ft.lb.).



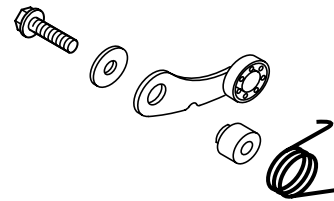
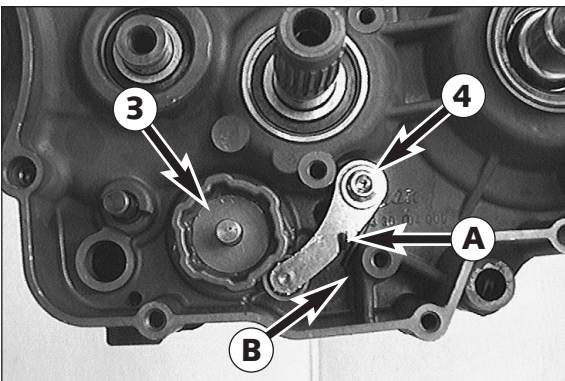
### Shift drum locating device

- Mount the locking drum ① on the shift roller. Keep in mind that the pin of the shift roller must engage in the corresponding recess of the locking drum.
- Slide washer onto bolt ②, apply Loctite 243 on its thread and mount the bolt. Block the locking drum with a special tool (see picture), and tighten the bolt.

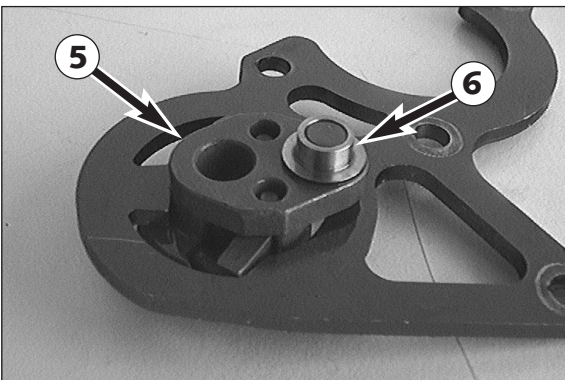
### ! CAUTION !

THE LOCKING DRUM MUST BE HELD WITH THE SPECIAL TOOL TO PREVENT DAMAGING OF THE BUSHINGS ON THE DRIVING PINS OF THE SHIFT FORKS.

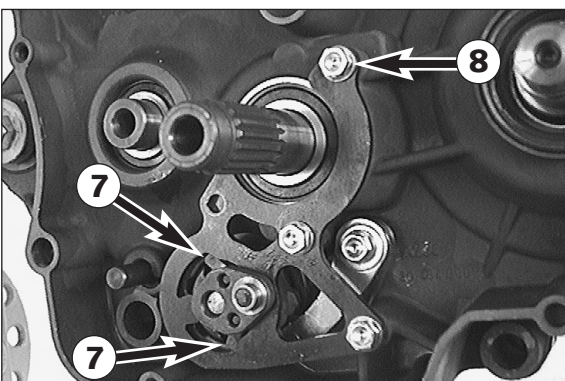
NOTE: If the locking lever hasn't been removed, push it sideways against the resistance of the spring when mounting the locking drum.



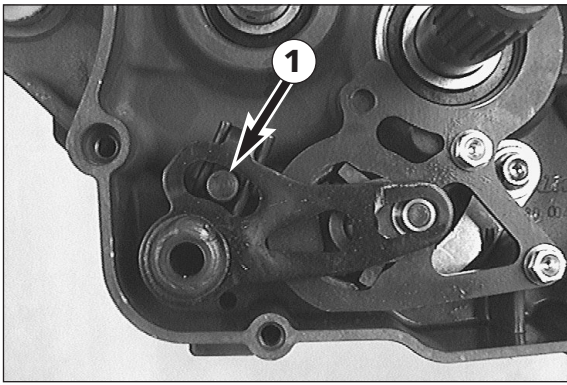
- Mount washer ③.
- Line the washer, the locking lever, the collar bushing (the small collar facing the head of the bolt) and the locking spring upon bolt ④. Hook the end ④ of the locking spring into the locking lever.
- Apply Loctite 243 to bolt ④ and use it to fix the locking lever. Make sure that the other end of the locking spring rests against the housing bracket ⑤.



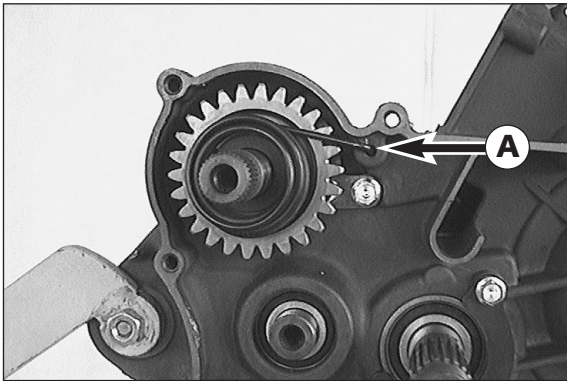
- Insert the ratchet carrier ⑤ into the gear shifting gate as shown in the illustration.
- Use a small quantity of grease to fix the collar bushing ⑥ on the ratchet carrier.



- Mount the ratchet carrier together with the gear shifting gate in the housing. The ratchets ⑦ must be slightly squeezed to insert the ratchet carrier into the locking drum.
- Fix the gear shifting gate with 3 bolts ⑧ on the housing.

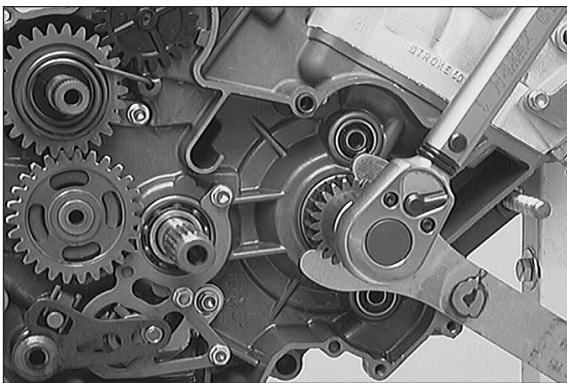


- Grease the shaft seal ring of the shift shaft.
- Oil the shift shaft and insert it into the housing. Do not forget the stop disc! When mounting the shift shaft make sure that both legs of the return spring rest against the prolongation of the shift rail ①.



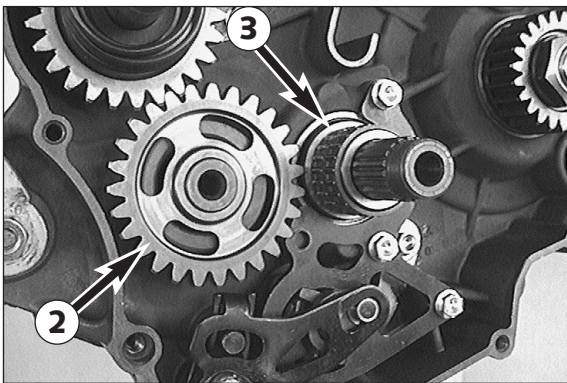
### Kickstarter

- Grease the bearing bore of the kickstarter shaft in the housing.
- Insert the preassembled kickstarter shaft into the housing so that the locking pawl is located on the kickstarter shaft behind the release plate in the housing.
- Pretension the kickstarter spring clockwise and hook it into the corresponding bore in the housing A.



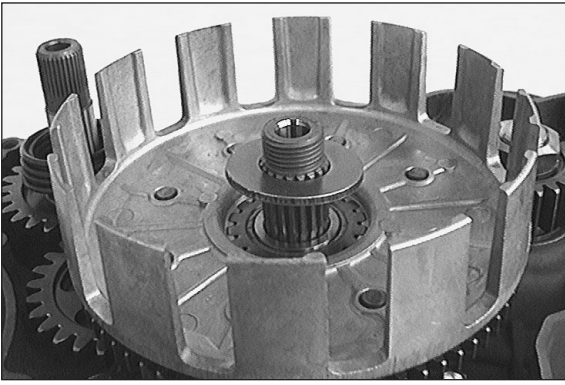
### Primary drive, clutch

- Grease the shaft seal ring of the crankshaft.
- Put the oiled O-ring (25x2 mm) onto the crankshaft and mount the distance bushing with the chamfer facing the crank web so that the O-ring is located in the chamfer.
- Insert the woodruff key into the crankshaft.
- Put the primary gear onto the crankshaft with the collar facing the housing.
- Mount a new detent edged ring and a hexagon nut (LH thread).
- Mount the holding spanner for the primary gear and tighten the hexagon nut with 180 Nm (133 ft.lb.).

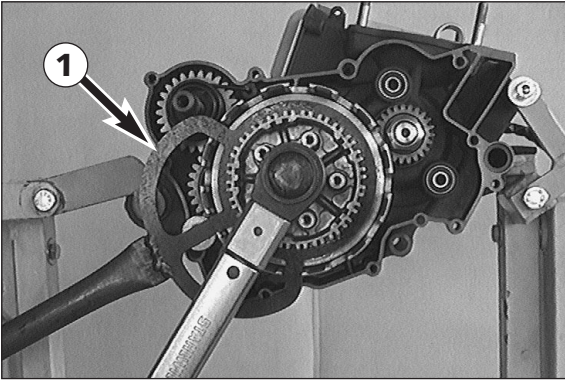


- Put the stop disc (17.2x26x1 mm) and the intermediate starter gear ② onto the countershaft.
- Oil the bearing of the outer clutch hub ③ and put it onto the main shaft.

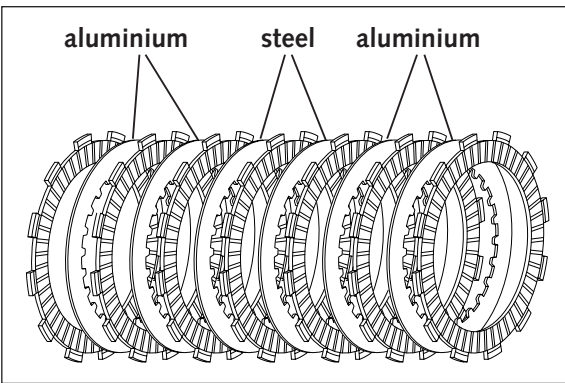




- Mount the outer clutch hub and the supporting disc (20x39.6x3 mm) on the main shaft.



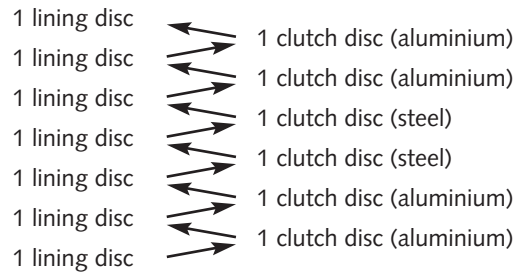
- Mount the inner clutch hub, a new lock washer and the hexagon nut on the main shaft.
- Mount the clutch holder ❶ and tighten the hexagon nut with 120 Nm (88 ft.lb.).
- Remove the clutch holder and secure the hexagon nut by bending the two brackets of the lock washer upwards.
- The bracket of the lock washer that meshes with the inner clutch hub must be carefully hammered down after tightening the hexagon nut to make sure that it rests properly against the inner clutch hub.



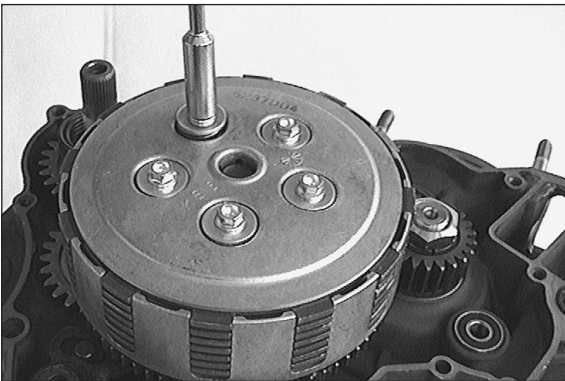
**Clutch discs, pressure cap**

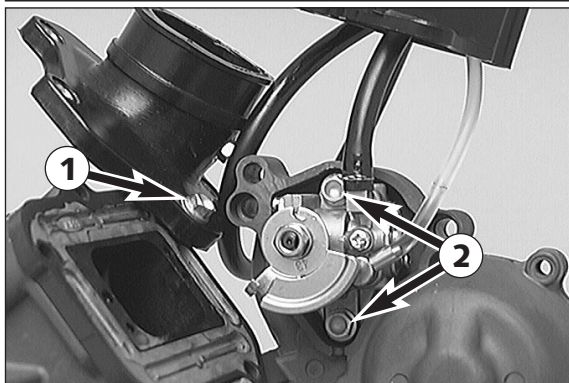
- Oil the thrust bearing and insert it into the main shaft.
- Properly oil the lining discs before mounting them.

NOTE: These engines have 4 clutch discs of aluminium and 2 clutch discs of steel. These must be mounted in the following order:



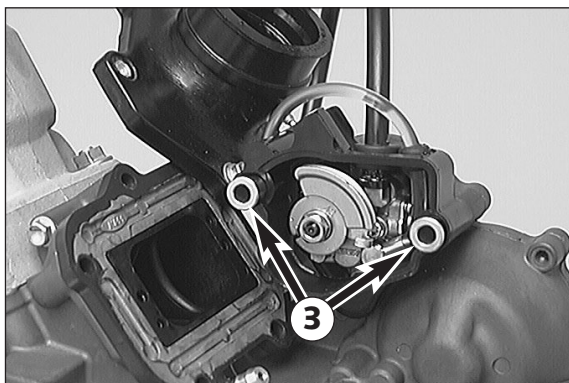
- One of the lining discs must be on top.
- Mount the pressure cap, then the clutch springs, the spring retainers and the collar bolts.
- Tighten the collar bolts crosswise. Apply a maximum of 6 Nm (4.5 ft.lb.) to prevent damaging of the threads in the inner clutch hub.



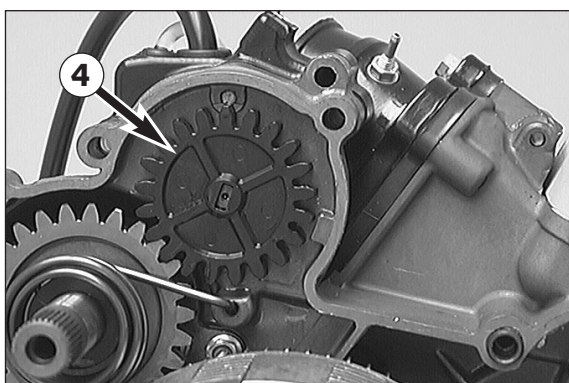


### Oil pump, reed valve housing and intake flange (separate lubrication)

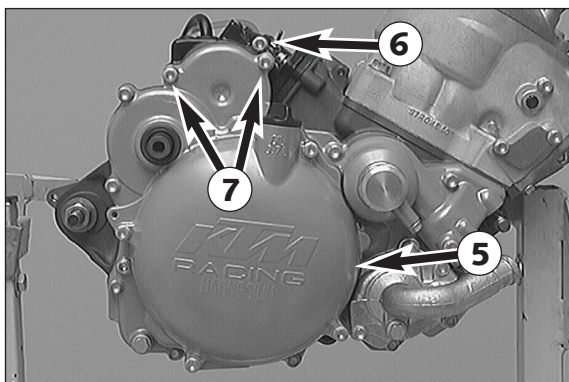
- Insert the reed valve housing into the engine case, and position the intake flange such that the bolt **1** can be mounted. Mount the bolt, but only tighten it such that it is still possible to rotate the intake flange.
- Insert the oil pump with a new gasket into the engine case, and fix it with the 2 bolts **2**.



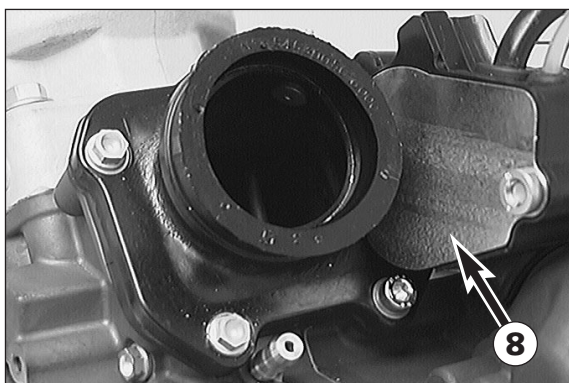
- Mount the oil pump housing. When mounting, be careful not to kink the two hoses .
- Mount the 2 dowel bushings **3**.



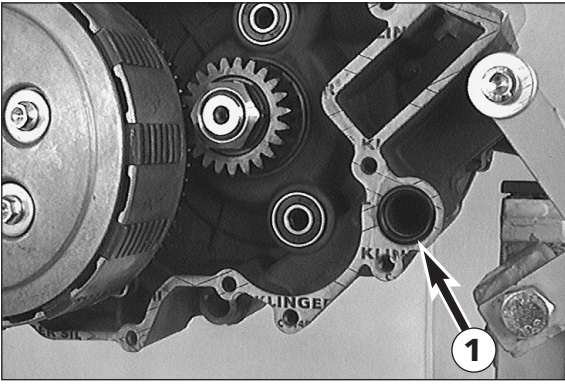
- Slide the oil-pump wheel **4** onto the oil pump.



- Mount the clutch cover **5** and tighten the bolts including **6**. To tighten the two bolts **7** it is necessary to hold the oil pump cover **8** in position.

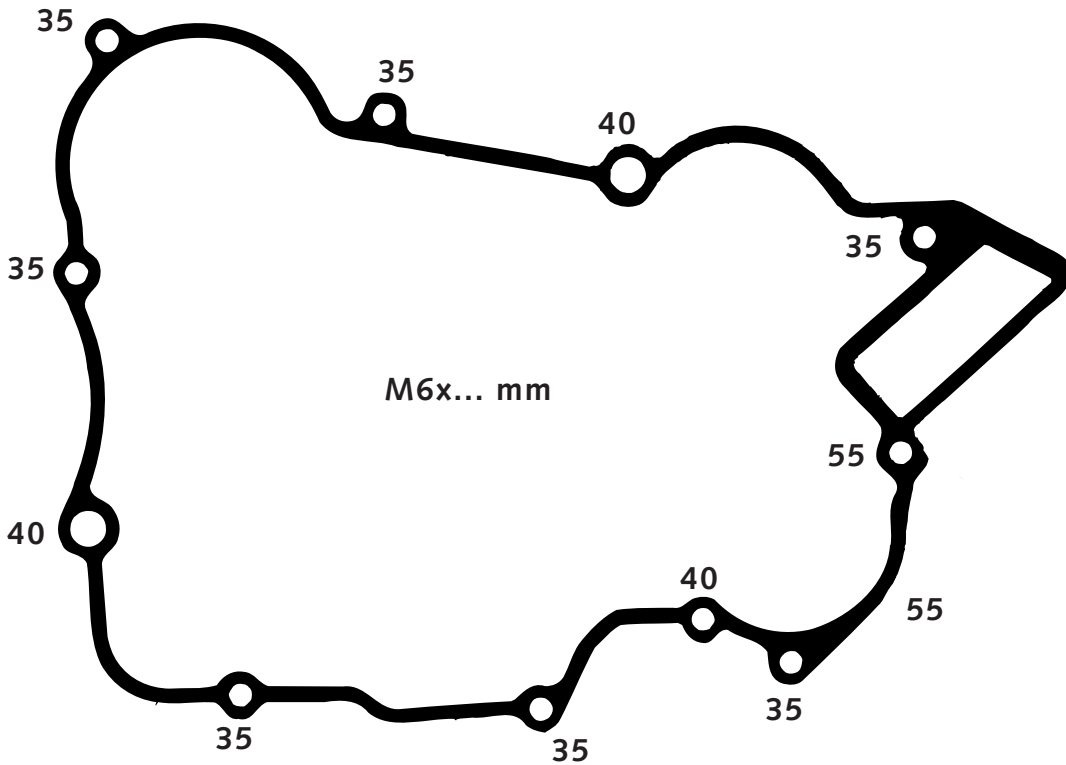


- Mount the remaining 4 bolts of the intake flange, and tighten each of the 5 bolts.

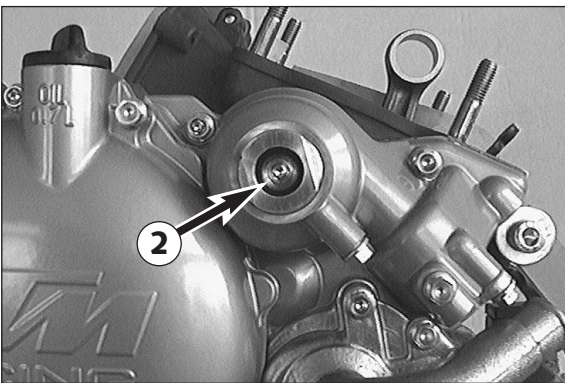


**Clutch cover**

- Check if both dowels have been mounted in the engine housing.
- Grease the shaft seal ring of the kickstarter shaft and fix the clutch cover gasket with a small quantity of grease.
- Fix the O-ring ① in the housing with a small quantity of grease.
- Carefully mount the preassembled clutch cover and press it on. Slightly rotate the crankshaft so that the centrifugal timer and the water pump can mesh with the primary gear.
- Mount the collar bolts (bolt lengths indicated in the illustration on next page) and tighten with 8 Nm (6 ft.lb.).
- Check all shafts for smooth operation.

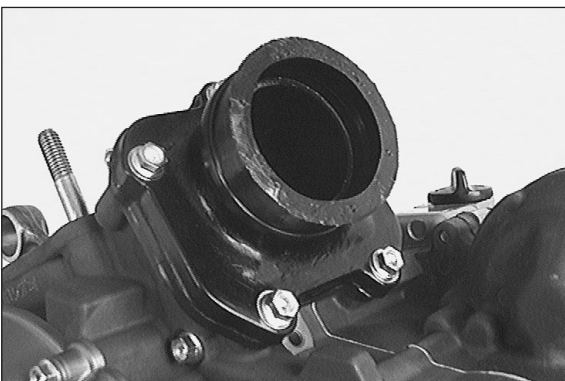


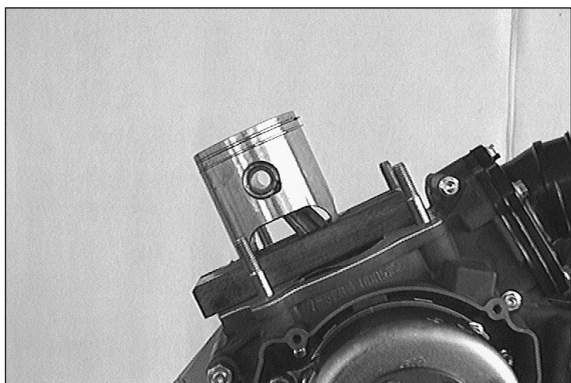
- Tighten the collar bolt ② of the centrifugal timer.



**Reed valve housing, intake flange**

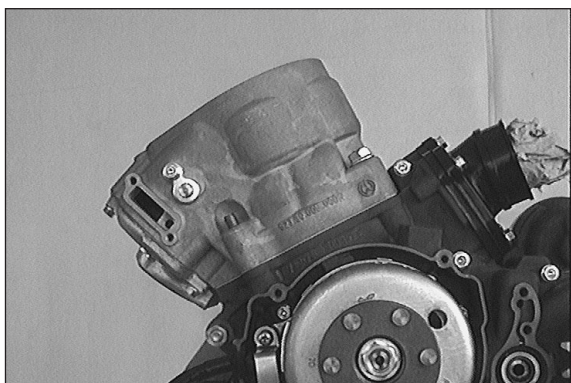
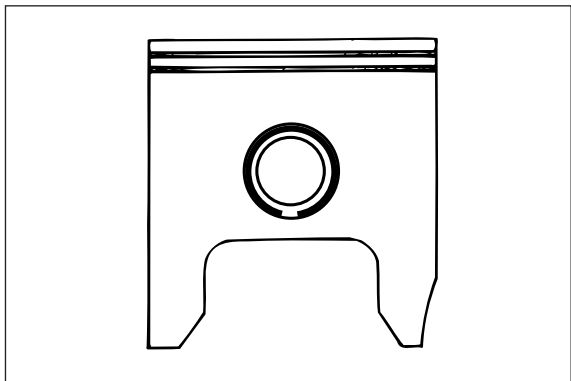
- Mount the reed valve housing and the intake flange and fix with 5 collar bolts and corrugated washers.
- Close the intake flange with a clean cloth or an appropriate plug.



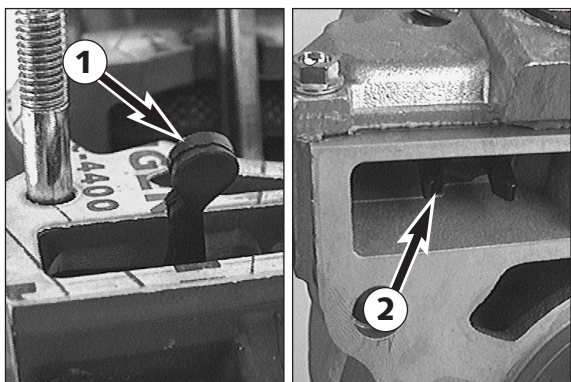


### Piston, cylinder

- Carefully oil the sliding points of all components before mounting.
- Insert the needle bearing into the conrod eye, mount the piston (the arrow on the piston head indicates the direction of the exhaust port).
- Mount the piston pin and the wire circlips with the open side facing downwards (see illustration).
- Mount the cylinder base gaskets (recommended gasket thickness: approx. 0.60 mm / 0.024 in).
- Place the piston on a self-made wooden mounting device and align the piston rings.



- Mount the preassembled cylinder, remove the mounting device and clamp the cylinder down with two collar nuts.



!

### CAUTION

!

WHEN MOUNTING THE CYLINDER MAKE SURE THAT THE ROCKER ARM **1** OF THE CENTRIFUGAL TIMER IS LOCATED IN THE CORRESPONDING RECESS **2** OF THE CONTROL SEGMENT IN THE CYLINDER. IF NECESSARY REMOVE THE SMALL CAP ON THE RIGHT SIDE OF THE CYLINDER AND CHECK.

### Adjusting dimension „X“

NOTE: Dimension „X“ is the distance between the upper piston edge and the offset upper cylinder edge with the cylinder clamped down and the piston in position TDC.

Dimension „X“ must be adjusted particularly carefully by inserting cylinder base gaskets of different thicknesses.

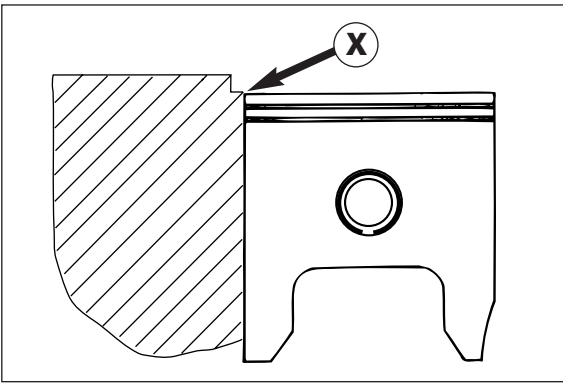
!

### CAUTION

!

IF DIMENSION „X“ IS TOO LARGE, THE COMPRESSION VALUE WILL DECREASE, THUS REDUCING THE OVERALL ENGINE OUTPUT. IF DIMENSION „X“ IS TOO SMALL, THE ENGINE WILL „PINK“ AND OVERHEAT.





- Position the sliding gauge on the cylinder and turn the piston to TDC by turning the flywheel. Read the value indicated by the sliding gauge.

125 ccm up to model 2000: dimension „X“ = 0.60 mm (0.024 in)

125 ccm model 2001 onwards: dimension „X“ = 0.0 mm (0.0 in)

200 ccm up to model 2002: dimension „X“ = 0.55 mm (0.022 in)

200 ccm model 2003 onwards: dimension „X“ = 0.0 mm (0.0 in)

- Adjust dimension „X“ by adding or removing cylinder base gaskets. NOTE: Adding of cylinder base gaskets increases and removing cylinder base gaskets reduces dimension „X“.

- Mount the two remaining collar nuts at the cylinder base and tighten all 4 collar nuts with 30 Nm (22 ft.lb.).

### Adjusting the control flap (dimension „Z“)

NOTE: Dimension „Z“ is the distance between the lower edge of the control flap and the upper edge of the cylinder, measured in the middle of the exhaust port.

125 SX/EXC/EXE up to model 2000: Z = 42.0 mm + 0.2/- 0.6 mm

125 SX/EXC/EXE model 2001: Z = 42.5 mm + 0.2/- 0.6 mm

125 SX/EXC from model 2002: Z = 43 mm + 0.2/- 0.6 mm

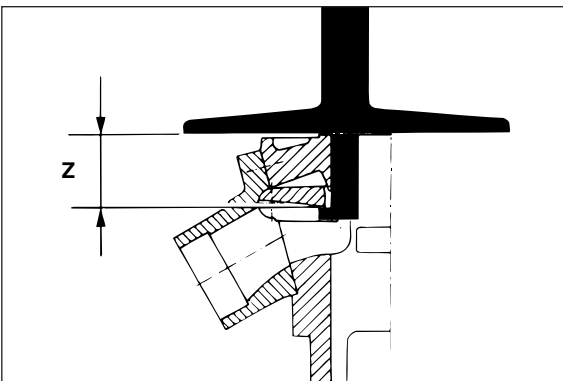
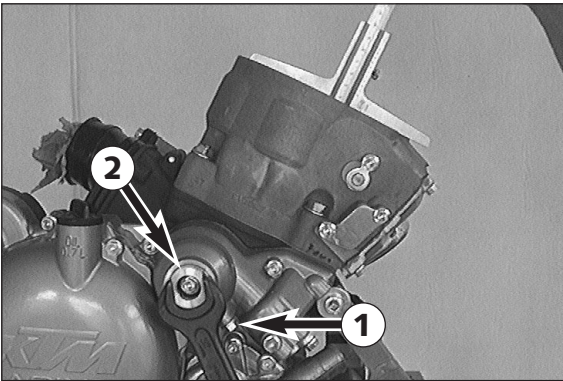
200 MXC/EXC up to model 2001: Z = 46.0 mm + 0.2/- 0.6 mm

200 MXC/EXC model 2002: Z = 46,5 mm + 0.2/- 0.6 mm

200 MXC/EXC from model 2003: Z = 47 mm + 0.2/- 0.6 mm

200 SX from model 2003: Z = 46 mm + 0.2/- 0.6 mm

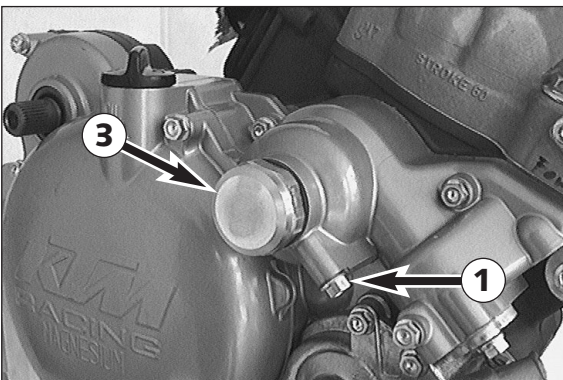
- Loosen locking bolt ① only 2 turns .
- Adjust the depth gauge to the indicated value and fix it in this position.
- Insert the depth gauge into the cylinder.
- Turn the bearing carrier ② at the clutch cover so that the control flap rests against the depth gauge.



- Tighten the locking bolt ① to prevent the bearing carrier from turning
- Mount the hexagon cap nut ③ of the centrifugal timer together with a new seal ring.

### ! CAUTION !

WHEN MOUNTING THE HEXAGON CAP NUT MAKE SURE THAT THE BEARING CARRIER OF THE CENTRIFUGAL TIMER IS NOT TURNED ANY MORE. OTHERWISE DIMENSION „Z“ MUST BE ADJUSTED ONCE AGAIN.

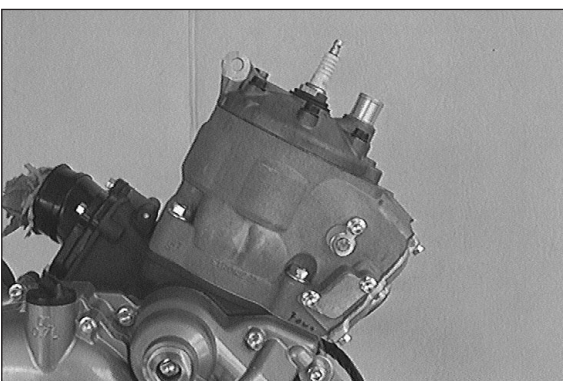


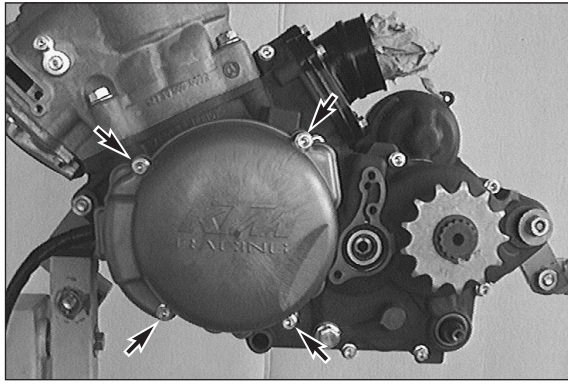
### Cylinder head

- Clean the sealing surfaces of the cylinder and the cylinder head.
- Insert a new O-ring into the corresponding groove of the cylinder and mount a new cylinder head gasket.

NOTE: on 125 SX/EXC-engines from model 2002 onwards an O-ring is used instead of the gasket.

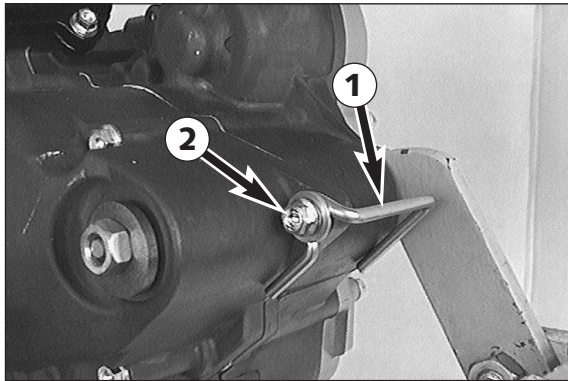
- Mount the cylinder head with the water nozzle facing the exhaust side and slightly turn it back and forth to prevent crushing of the O-ring.
- Mount the collar bolts with new copper gaskets and tighten them crosswise, taking 3 turns to achieve the total tightening torque of 18 Nm (13 ft.lb.).
- Initially, the bolts should only be tightened until the first slight resistance is felt.
- Insert the spark plug and tighten with 20 Nm (15 ft.lb.).





### Ignition cover

- Apply silicone to several points of the gasket to fix it in the ignition cover.
- Fix the ignition cover with 4 collar bolts.



- Use the collar bolt ② to mount the wire bracket ① for the carburetor air hoses on the housing.



### Measuring dimension „Y“

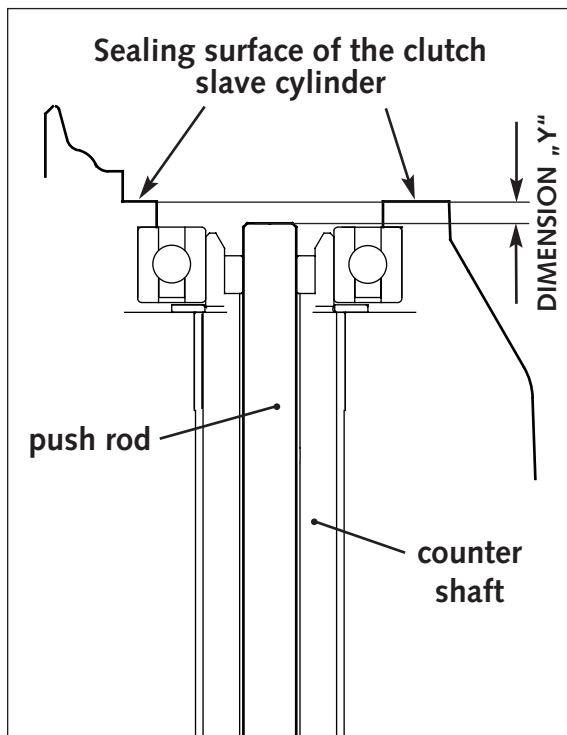
NOTE: The gasket of the driving cylinder of the clutch must be appropriately thick to ensure smooth clutch release. For this purpose measure dimension „Y“. Dimension "Y" is the distance from the sealing surface of the clutch slave cylinder to the push rod.

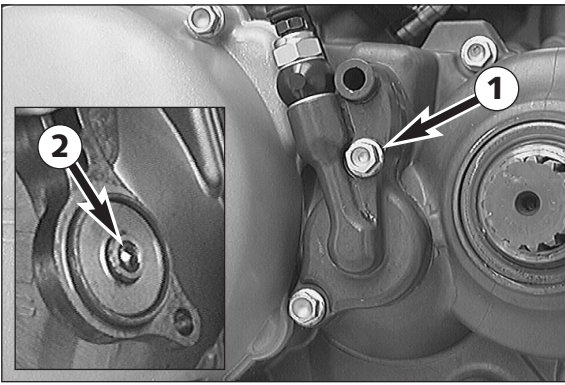
- Swing the ignition side up.
- Oil the push rod and push it into the main shaft as far as it will go.
- Then use a sliding gauge to measure the distance between the bearing surface of the driving cylinder of the clutch and the push rod.
- Write down dimension „Y“ and use an appropriate gasket (see table) when mounting the driving cylinder of the clutch.

Dimension „Y“	gasket thickness
2,5 - 2,8 mm	0,75 mm
2,8 - 3,0 mm	0,50 mm
3,0 - 3,3 mm	0,30 mm
0.1 - 0.11 in	0,30 in
0.11 - 0.12 in	0,20 in
0.12 - 0.13 in	0,012 in

**! CAUTION !**

ALWAYS USE A NEW GASKET. DAMAGED GASKETS MAY IMPAIR THE EASY OPERABILITY OF THE HYDRAULIC CLUTCH.

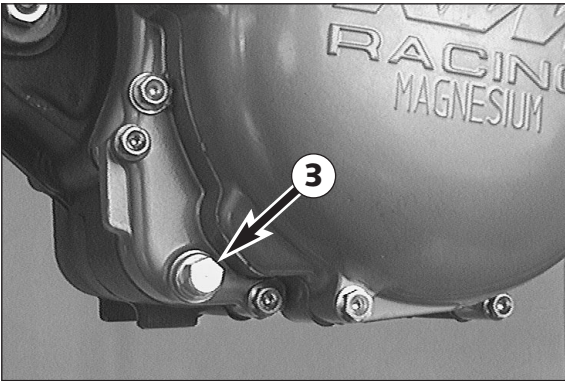




### Mounting the clutch slave cylinder

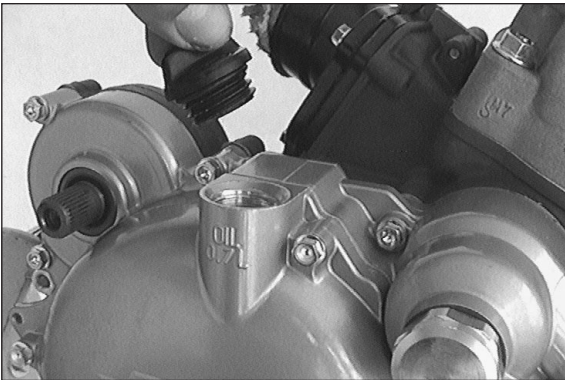
- Verify that the ball ② has been correctly mounted in the piston of the clutch slave cylinder.
- Put a new gasket in place, and mount the clutch slave cylinder. Apply Loctite 243 onto the bolt's ① thread.

NOTE: to make shure the clutch works well, the correct thickness of the clutch slave cylinder gasket is to be measured - see dimension Y.



### Filling in the gear oil

- Mount the oil drain plug with a new seal ring and tighten with 15 Nm (11 ft.lb.).



- Remove the plug at the clutch cover and fill in 0.70 l oil (see specifications chapter 9).
- Mount the plug and check the engine for leaks.

- Mount kickstart and shift lever.





# ELECTRICAL

# 7

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CHECKING THE VOLTAGE REGULATOR (KOKUSAN) . . . . .	7-2
CHECKING THE CAPACITOR . . . . .	7-2
IGNITION COIL (KOKUSAN) . . . . .	7-2
CDI UNIT . . . . .	7-3

### **MEASUREMENTS WITH PEAK VOLTAGE ADAPTER**

STATIC IGNITION VALUES 125-200 SX, MXC, EXC . . . . .	7-4
STATIC GENERATOR VALUES 125-200 EXC . . . . .	7-6
STATIC IGNITION VALUES/GENERATOR VALUES 125-200 MXC, EXC USA . . . . .	7-8
STATIC IGNITION VALUES 125 EXE, SUPERMOTO . . . . .	7-10
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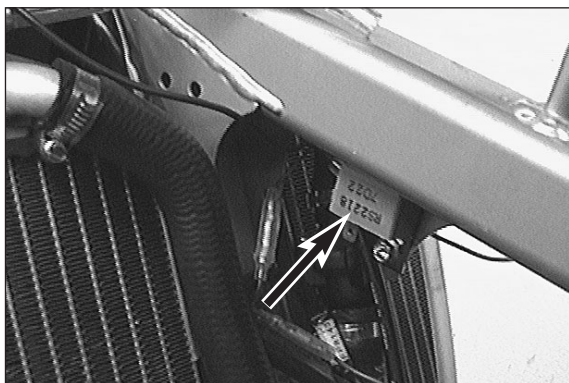
### Checking the voltage regulator-rectifier (Shindengen)

- Start the engine and switch on the low beam.
- Connect a voltmeter to the two terminals of the capacitor (red/white cable = positive, brown cable = negative).
- Accelerate the engine to a speed of 5000 r.p.m. and read off the voltage.

Nominal value: 14.0 - 15.0 V

In the case of a significant deviation from the nominal value:

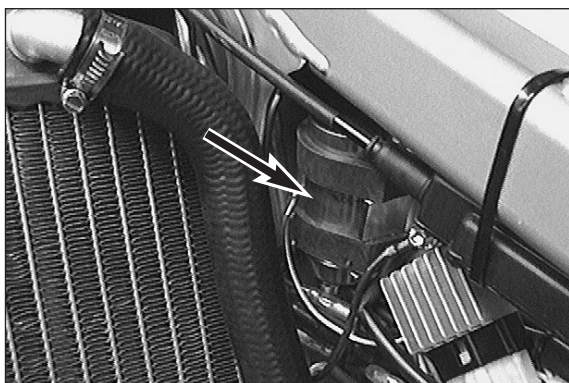
- Check the capacitor
- Check the connector between the stator and the voltage regulator-rectifier and between the voltage regulator and the cable tree.
- Check the stator.
- Replace the voltage regulator-rectifier.



### Checking the voltage regulator (Kokusan)

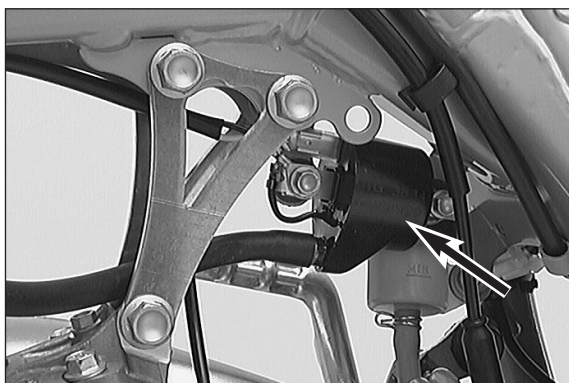
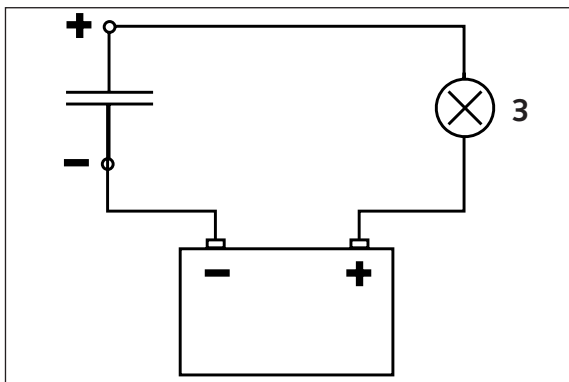
A defect voltage regulator can cause different kinds of trouble:

- No voltage in the circuit  
In this case, the voltage regulator must be disconnected at idle speed. The voltage regulator is defect if the power consumers now work properly.  
If the power consumers are still not supplied with power, the switch, the wiring harness or the ignition system must be checked for defects.
- Excessive voltage in the circuit  
The bulbs burn out. In this case the voltage regulator must be replaced.



### Checking the capacitor

- Discharge the capacitor by bridging the two terminals with a screwdriver and remove.
- Connect the negative pole of a 12V battery with the negative terminal of the capacitor. The connection between the positive pole of the battery and the positive terminal of the capacitor (marked +) is made with a test lamp ③.
- When the power circuit is closed, the test lamp must begin to light up. As capacitor charging increases, the brightness of the test lamp must decrease.
- The test lamp must go out after 0,5-2 seconds (depending on the lamp capacity).
- If the test lamp does not go out or does not light up at all, the capacitor is faulty.



### Ignition coil

- Disconnect all cables and remove the spark plug connector.
- Use an ohmmeter to measure the following values.

NOTE: The indicated setpoint values correspond to a temperature of 20° C.

Replace the ignition coil if the measured values deviate significantly from the setpoint values.

Measure	Cable colours	Resistance
primary coil	blue/white – ground	0,425 - 0,575 Ω
secondary coil	blue/white – ignition wire	10,80 - 16,20 kΩ

**! CAUTION !**

DISCHARGE THE CAPACITOR BEFORE AND AFTER EACH TEST.

WHEN INSTALLING THE CAPACITOR, MAKE SURE THAT THE TERMINALS ARE CONNECTED IN ACCORDANCE WITH THEIR MARKINGS (CONNECT RED/WHITE CABLE TO + TERMINAL).



### CDI unit

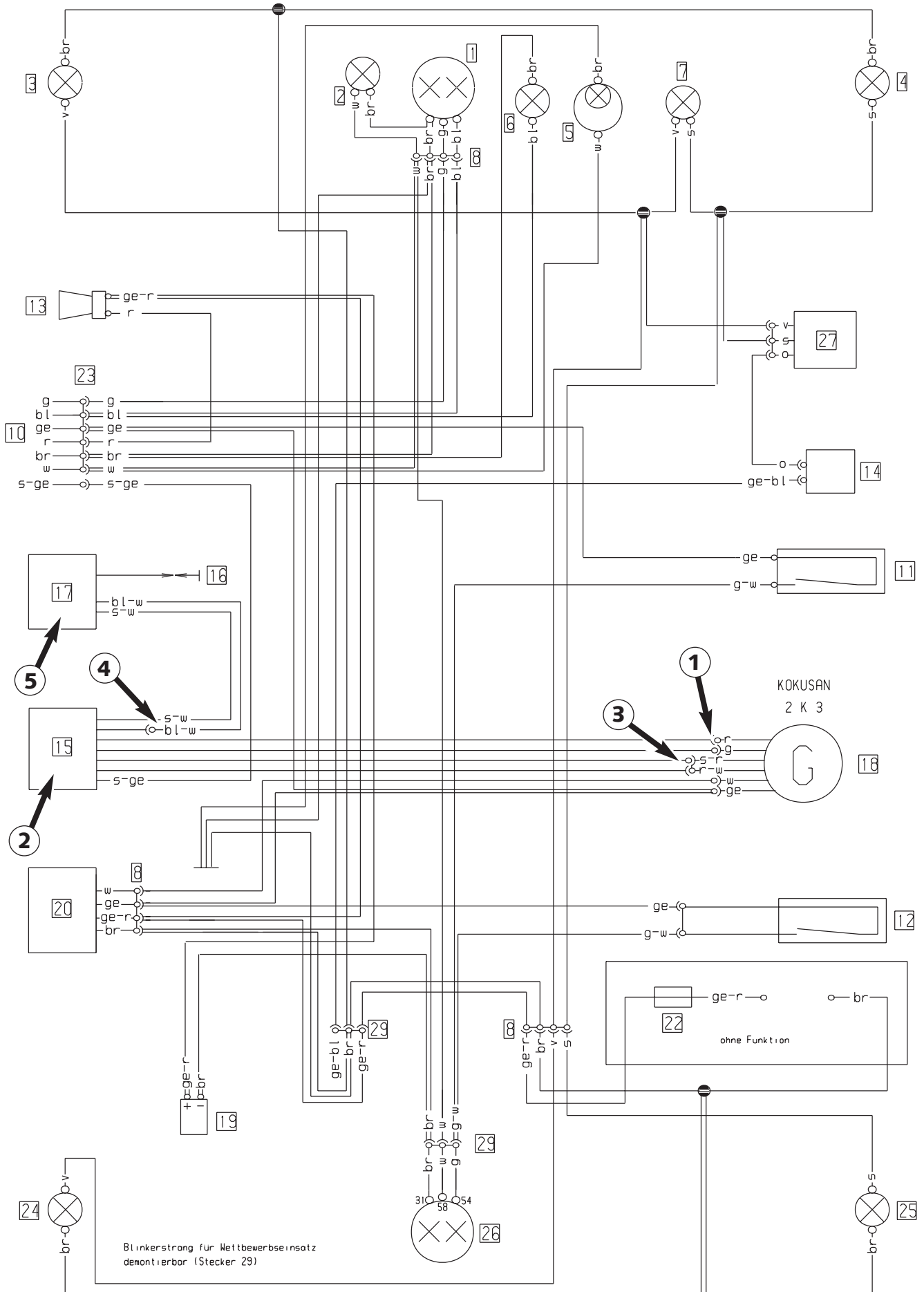
Check the cables and plug and socket connections of the CDI unit.  
The CDI unit function can only be checked on an ignition test bench.

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**!** **CAUTION** **!**

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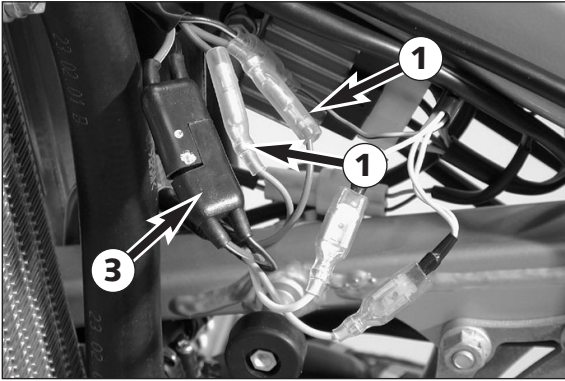
NEVER USE A COMMERCIAL MEASURING DEVICE TO CHECK THE CDI UNIT. COMMERCIAL MEASURING DEVICES CAN DESTROY HIGHLY SENSITIVE ELECTRONIC COMPONENTS.



## STATIC IGNITION VALUES 125-200 SX, MXC, EXC (KOKUSAN 2K-1, 2K-3)

### Measuring conditions:

- cold engine
- seat and tank removed
- all connectors and the ground connection in a non-corroding condition, connectors tightly connected
- spark plug screwed out and spark plug connector attached to ground
- light switch turned off
- the gap between the rotor and pulse generator must be set to 0.75 mm
- kick the kick starter forcefully at least 5 times for each measurement



Check the **pulse generator** for an output signal – two-pin connector **1** with green and red cable colors (also see circuit diagram on opposite page):

- Apply the red measuring lead of the peak voltage adapter to the green cable and the black measuring lead to the red cable, disconnect both connectors **1** to disconnect the CDI unit **2**

Multimeter display: 6 volts +/- 1 volt

- Same measurement with CDI unit connected

Multimeter display: 3 volts +/- 1 volt

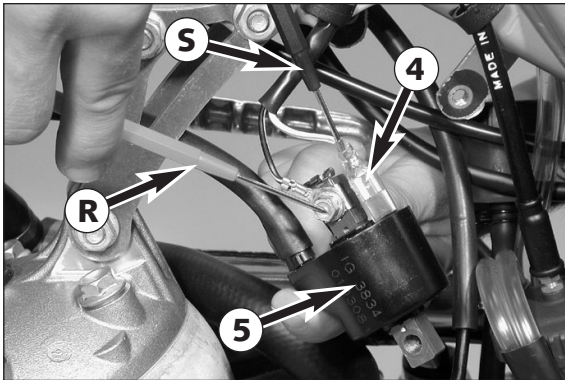
Check the **generator charging coil** for ignition capacitor charge for output voltage – two-pin connector **3** with black/red and red/white cable colors (also see circuit diagram on opposite page):

- Apply the red measuring lead of the peak voltage adapter to the black/red cable and the black measuring lead to the red/white cable, disconnect connector **3** to disconnect the CDI unit **2**

Multimeter display: 35 volts +/- 5 volts

- Same measurement with connectors CDI unit connected

Multimeter display: 200 volts +/- 10 volts



Check the **primary voltage output** **4** for ignition coil control (also see circuit diagram on opposite page) for output voltage (blue/white cable color):

- Apply the red measuring lead **4** of the peak voltage adapter to the black/white cable (ground) and the black measuring lead **5** to the blue/white cable, CDI unit **2** and ignition coil **5** connected

Multimeter display: 200 volts +/- 10 volts

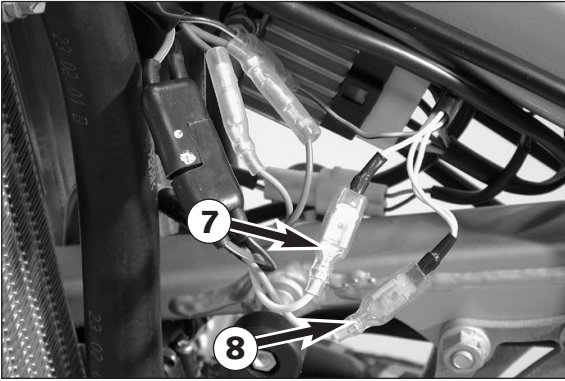
NOTE: the ignition coil does not need to be removed to measure.



## STATIC GENERATOR VALUES 125-200 EXC (KOKUSAN 2K-3)

### Measuring conditions:

- cold engine
- seat and tank removed
- all connectors and the ground connection in a non-corroding condition, connectors tightly connected
- light switch turned off
- kick the kick starter forcefully at least 5 times for each measurement



Check the generator output ⑥ (also see circuit diagram on opposite page) for voltage between the following cable colors:

- between yellow and brown (ground), connector ⑦ disconnected

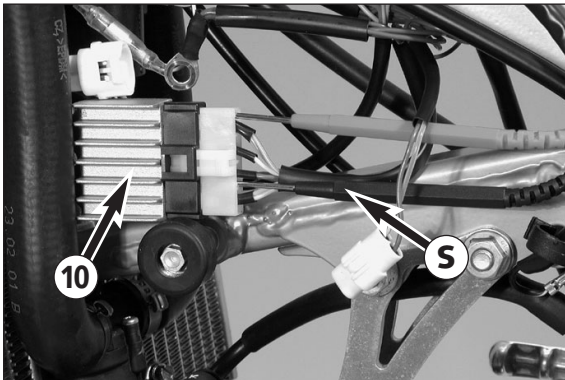
Multimeter display: 19 volts +/- 2 volts

- between white and brown (ground), connector ⑧ disconnected

Multimeter display: 24 volts +/- 2 volts

- Repeat both measurements with connector ⑦ and ⑧ connected. The measured values should be the same.

NOTE: the black measuring lead of the peak voltage adapter must be applied to the ground.



Check **regulator rectifier output voltage** ⑨ (also see circuit diagram on opposite page) cable colors yellow/red, regulator rectifier ⑩ connected, capacitor ⑪ disconnected:

- between yellow/red and brown (ground)

Multimeter display: 14 volts +/- 1 volt

NOTE: the black measuring lead ⑤ of the peak voltage adapter must be applied to the ground.



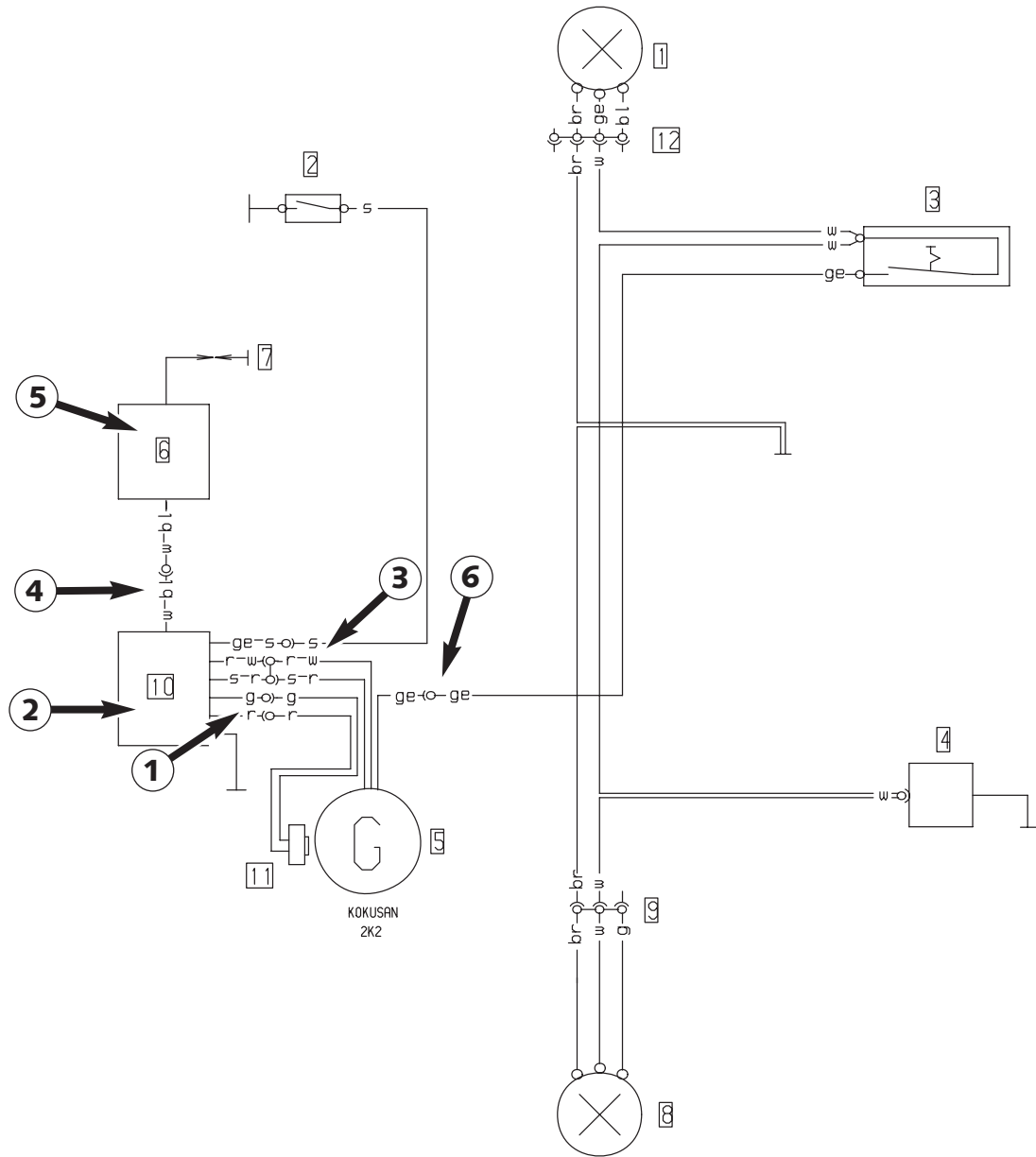
SERVICE

Modell 125/200/250 EXC 2001

Kabelstrangnummer  
 vorne 503 11 075 000  
 hinten 503 11 076 000

Land USA

Datum, Name  
 22 06 98 KE

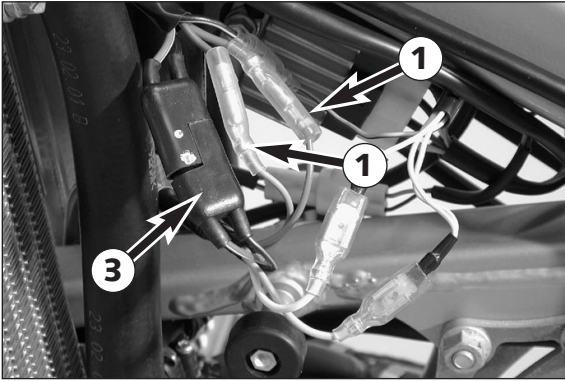




## STATIC IGNITION AND GENERATOR VALUES 125-200 MXC, EXC USA (KOKUSAN 2K-2)

### Measuring conditions:

- cold engine
- seat and tank removed
- all connectors and the ground connection in a non-corroding condition, connectors tightly connected
- spark plug screwed out and spark plug connector attached to ground
- light switch turned off
- the gap between the rotor and pulse generator must be set to 0.75 mm
- kick the kick starter forcefully at least 5 times for each measurement



Check the **pulse generator** for an output signal – two one-pin connectors **1** with green and red cable colors (also see circuit diagram on opposite page):

- Apply the red measuring lead of the peak voltage adapter to the green cable and the black measuring lead to the red cable, disconnect both connectors **1** to disconnect the CDI unit **2**

Multimeter display: 3.5 volts +/- 1 volt

- Same measurement with CDI unit connected

Multimeter display: 2 volts +/- 0.5 volt

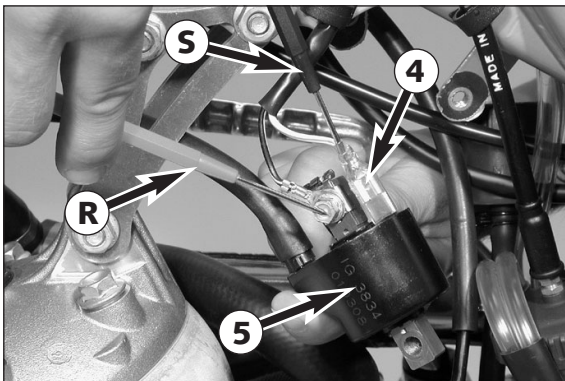
Check the **generator charging coil** for ignition capacitor charge for output voltage – two-pin connector **3** with black/red and red/white cable colors (also see circuit diagram on opposite page)

- apply the red measuring lead of the peak voltage adapter to the black/red cable and the black measuring lead to the red/white cable, disconnect connector **3** to disconnect the CDI unit **2**

Multimeter display: 45 volts +/- 5 volts

- Same measurement with connectors CDI unit connected

Multimeter display: 220 volts +/- 10 volts



Check the **primary voltage output** **4** for ignition coil control (also see circuit diagram on opposite page) for output voltage (blue/white cable color):

- apply the red measuring lead **R** of the peak voltage adapter to the black/white cable (ground) and the black measuring lead **S** to the blue/white cable, CDI unit **2** and ignition coil **5** connected

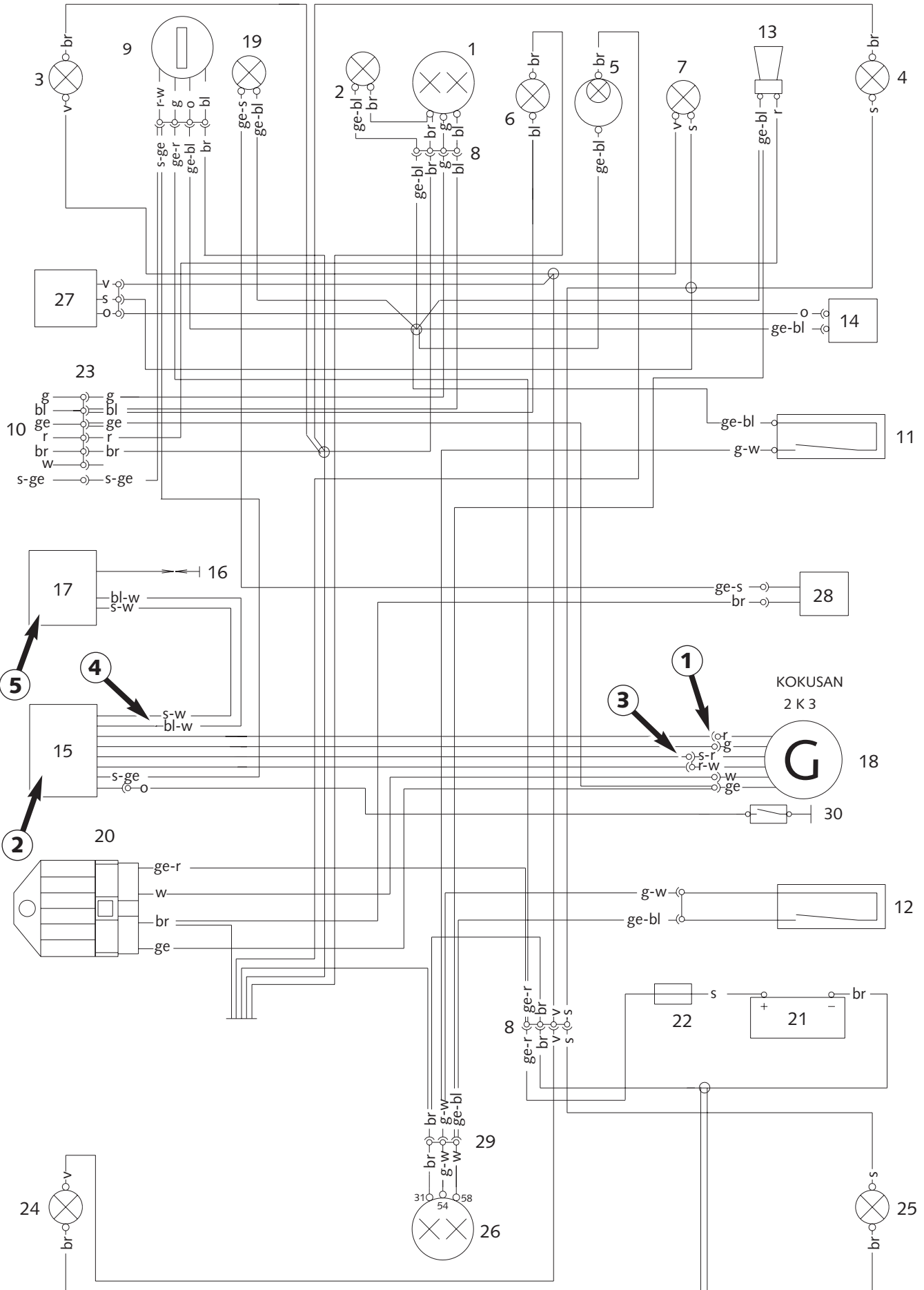
Multimeter display: 210 volts +/- 10 volts

NOTE: the ignition coil does not need to be removed to measure.

Check the **generator output** **6** for the lighting system (also see circuit diagram on opposite page) for voltage:

- between yellow and brown (ground), connector disconnected

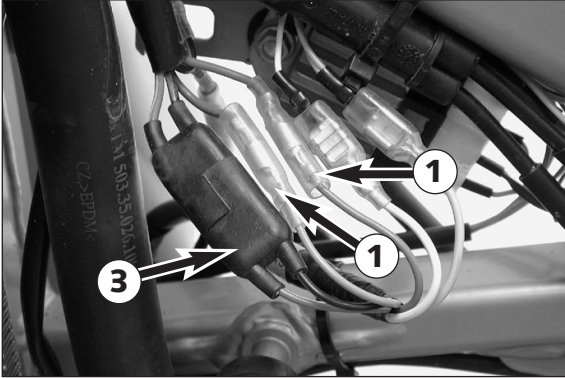
Multimeter display: 10.5 volts +/- 1 volt



## STATIC IGNITION VALUES 125 EXE / 125 SUPERMOTO (KOKUSAN 2K-3)

### Measuring conditions:

- cold engine
- seat and tank removed
- all connectors and the ground connection in a non-corroding condition, connectors tightly connected
- spark plug screwed out and spark plug connector attached to ground
- battery loaded, ignition switch to position 1 (light turned off)
- the gap between the rotor and pulse generator must be set to 0.75 mm
- kick the kick starter forcefully at least 5 times for each measurement



Check the **pulse generator** for an output signal – two one-pin connectors **1** with green and red cable colors (also see circuit diagram on opposite page):

- Apply the red measuring lead of the peak voltage adapter to the green cable and the black measuring lead to the red cable, disconnect both connectors **1** to disconnect the CDI unit **2**

Multimeter display: 6 volts +/- 1 volt

- Same measurement with CDI unit connected

Multimeter display: 3 volts +/- 1 volt

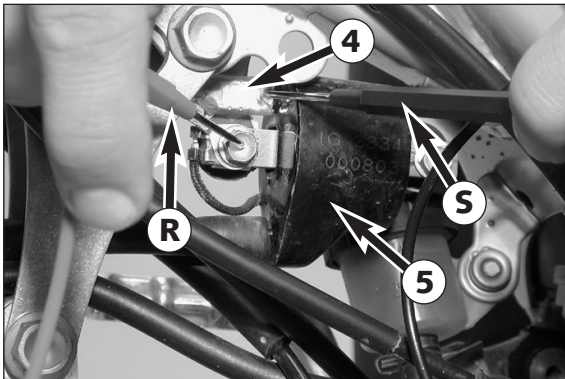
Check the **generator charging coil** for the ignition capacitor charge for output voltage – two-pin connector **3** with black/red and red/white cable colors (also see circuit diagram on opposite page):

- Apply the red measuring lead of the peak voltage adapter to the black/red cable and the black measuring lead to the red/white cable, disconnect connector **3** to disconnect the CDI unit **2**

Multimeter display: 35 volts +/- 5 volts

- Same measurement with connectors CDI unit connected

Multimeter display: 200 volts +/- 10 volts

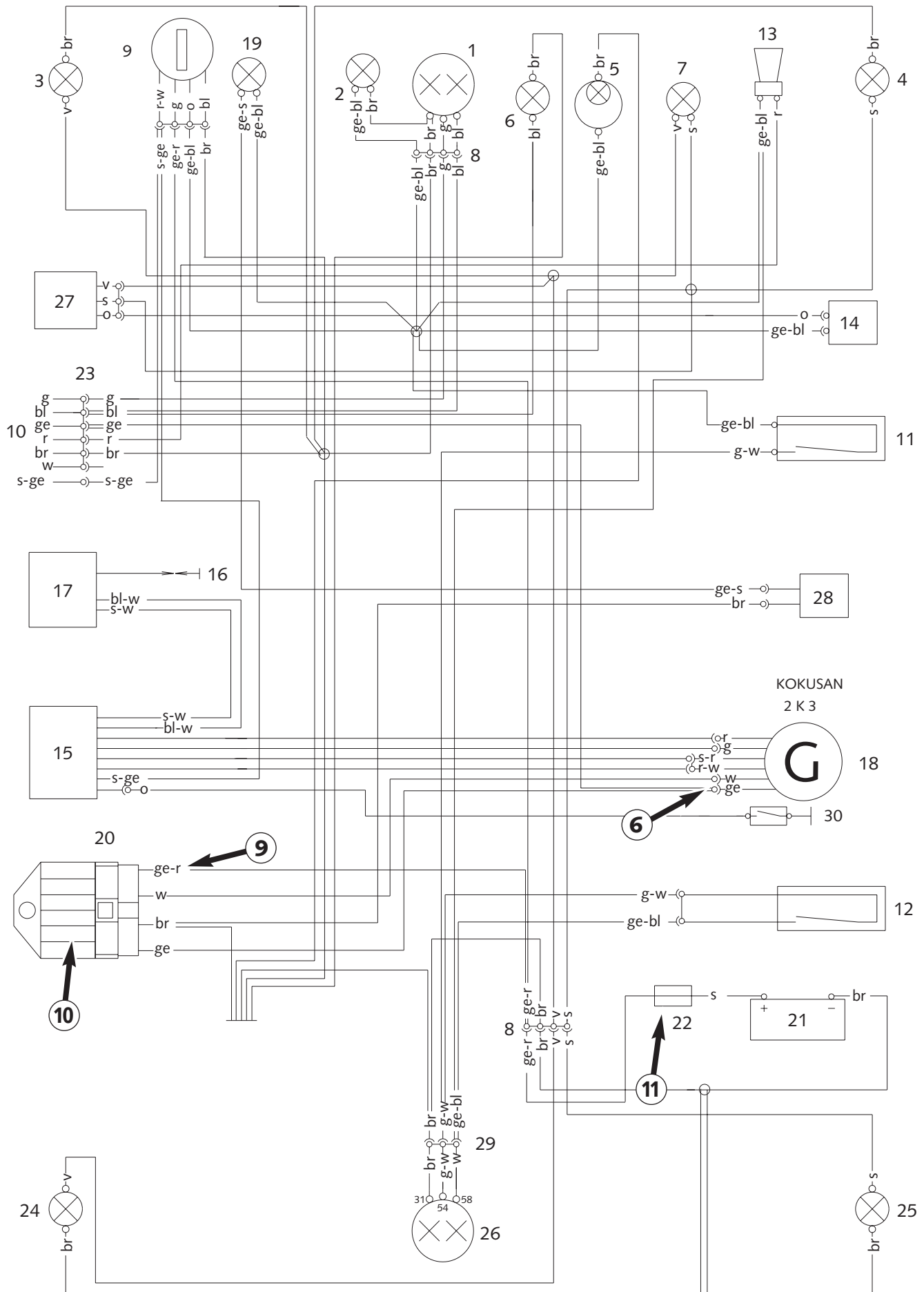


Check the **primary voltage output** **4** for ignition coil control (also see circuit diagram on opposite page) for output voltage (blue/white cable color):

- Apply the red measuring lead **R** of the peak voltage adapter to black/white cable (ground) and the black measuring lead **S** to the blue/white cable, CDI unit **2** and ignition coil **5** connected

Multimeter display: 200 volts +/- 10 volts

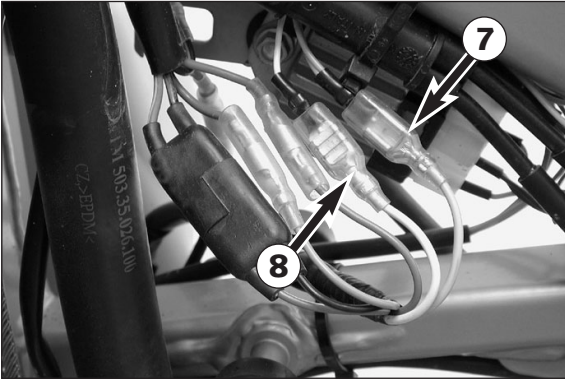
NOTE: the ignition coil does not need to be removed to measure.



## STATIC GENERATOR VALUES 125 EXE / 125 SUPERMOTO (KOKUSAN 2K-3)

### Measuring conditions:

- cold engine
- seat and tank removed
- all connectors and the ground connection in a non-corroding condition, connectors tightly connected
- battery loaded, ignition switch to position 1 (light turned off)
- kick the kick starter forcefully at least 5 times for each measurement



Check the **generator output 6** (also see circuit diagram on opposite page) for voltage between the following cable colors:

- between yellow and brown (ground), connector 7 disconnected

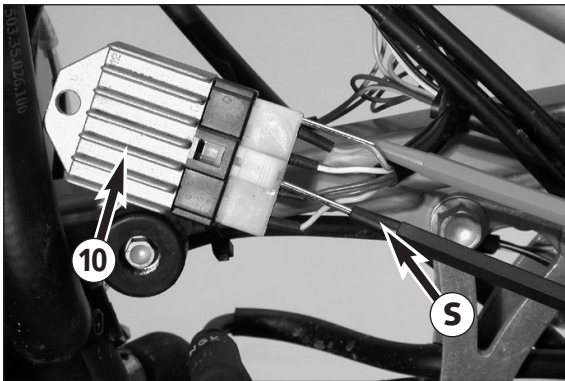
Multimeter display: 19 volts +/- 2 volts

- between white and brown (ground), connector 8 disconnected

Multimeter display: 24 volts +/- 2 volts

- Repeat both measurements with connector 7 and 8 connected. The measured values should be the same.

NOTE: the black measuring lead of the peak voltage adapter must be applied to the ground.



Check **regulator rectifier output voltage 9** (also see circuit diagram on opposite page) cable colors yellow/red, regulator rectifier 10 connected, fuse 11 disconnected, ignition switched off:

- between yellow/red and brown (ground)

Multimeter display: 14 volts +/- 1 volt

NOTE: the black measuring lead 9 of the peak voltage adapter must be applied to the brown cable (ground).



# TROUBLE SHOOTING

# 8

## INDEX

TROUBLE SHOOTING 125 / 200 .....	8-2
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## TROUBLE SHOOTING

If you let the specified maintenance work on your motorcycle be carried out, disturbances can hardly be expected. Should an error occur nevertheless, we advise you to use the trouble shooting chart in order to find the cause of error.

TROUBLE	CAUSE	REMEDY
Engine fails to start	Operating error	Open fuel tap, switch o ignition, replenish fuel, do not use choke
	Fuel supply interrupted	Close fuel tap, loosen fuel hose at carburettor, lead into a basin and open fuel tap, – if fuel leaks out, clean carburettor – if no fuel leaks out, check tank ventilation, i.e. clean fuel tap
	Electrode distance too great	Reduce electrode distance (0.60 mm)
	Plug fouled by oil, wet or bridged	Clean spark plug or renew
	Ignition wire or spark plug connector damaged	Dismount spark plug, connect ignition cable, hold to ground (blank place on engine) and actuate kickstarter, a strong spark must be produced at the spark plug – If no spark is produced, loosen spark plug cap from ignition cable, hold about 5 mm from ground and actuate kickstarter – If a spark now occurs, replace spark plug cap – If no spark is produced, control ignition system
	Kill button wire or short-circuit switch faulty	Disconnect yellow-black coloured cable from CDI and check ignition spark. If the spark is O.K. repair defective part of cable, ignition lock or ignition switch
	Loose ignition cable connectors	Inspect cable connectors
	Spark too weak	Examine ignition system
Engine without idle running	Water in the carburetor and jets blocked	Dismantle and clean carburetor
	Idle adjusting screw out of adjustment	Readjust idle running or replace idle adjusting screw
	Ignition system damaged	Examine ignition system
Engine has not enough power	Wear	Overhaul engine
	Charred glass fiber yarn in silencer	Renew filling
	Air filter obstructed	Clean or renew airfilter
	Control flap does not work	Check control flap, joint rod and centrifugal timer
	Fuel supply partly interrupted or blocked	Blow through fuel pipe and clean carburetor
	Loss of compression through loose spark plug	Tighten spark plug
	Exhaust system damaged	Check exhaust system for damage
Engine has not enough preignition	Check and adjust ignition	

## 8-3C

TROUBLE	CAUSE	REMEDY
Engine has not enough power	Reed paddles tensionless or damaged, surface of reed valve housing damaged  Wear  Electronical ignition timing faulty	Replace reed paddles or reed valve housing  Overhaul engine  Have ignition system checked
Engine revs not high and running with four stroke cycle	Carburetor overflows if level adjust too high, float needle seating is dirty or enlarged  Loose carburetor jets	Clean carburetor, if necessary replace float needle and adjust level  Tighten jets
High rpm misfiring	Incorrect heat range spark plug or low quality spark plug  Incorrect or faulty spark plug connector  Loose, corroded or non conductive ignition socket connector	Refer to technical data section  Test and/or replace spark plug connectors correct type  Check and seal with silicon
Engine splutters into the carburetor	Lack of fuel  Spark plug with incorrect heat value (Ignition by incandescence)  Engine takes air out of control	Clean fuel pipes, examine tank aeration and clean  Fit correct spark plug  Check intake flange and carburetor if firmly setted
Engine overheating	Insufficient liquid in cooling system  Cooling system not or insufficiently bled  Radiator fins clogged  Frothing in cooling system  Pinched or kinked water hoses  Incorrect ignition timing because of loose stator bolts  Incorrect dimension „X“	Top up coolant and bleed cooling system check cooling system for leaks  Bleed cooling system (see operating instructions)  Clean radiator fins with water jet  Renew coolant using branded anti-freeze/anti-corrosive  Replace with correct routed hoses  Readjust to correct ignition timing specifications, secure bolts properly with Loctite 243  Measure and adjust to correct specification
Emission of white smoke (steam)	Cylinder head or cylinder head gasket leaks	Check cylinder head, replace cylinder head gasket
Excessive oil escapes from transmission breather tube	Excessive oil quantity in transmission  Water pump shaft seal ring or right-hand crankshaft seal ring defect	Correct transmission oil level  Replace shaft seal ring and change gear oil, check coolant
All switched on lamps blown out	Voltage regulator faulty	Control connections of voltage regulator. Check voltage regulator

# TECHNICAL SPECIFICATIONS

9

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## TECHNICAL DATA - ENGINE 125 / 200 '99

Engine	125 SX	125 EXC	125 EGS	200 MXC	200 EXC, EGS
Design	Liquid-cooled single-cylinder two-stroke engine with intake and exhaust control				
Piston displacement	124.8 ccm				
Bore / stroke	54.25 / 54 mm (2.136 / 2.126 in) 64 / 60 mm (2.52 / 2.362 in)				
Fuel	SUPER fuel, research octane no 98, mixed with high grade two stroke oil				
Oil / gasoline ratio	1:40 when using high grade two stroke oil (Shell Advance Racing X). When in doubt, please contact your importer				
Crankshaft bearing	1 deep-groove ball bearing / 1 cylinder roller bearing				
Conrod bearing	needle bearing				
Piston pin bearing	needle bearing				
Piston	cast piston				
Piston ring	one plain compression ring two plain compression rings				
Dimension "X" <small>(upper edge piston - upper edge cylinder)</small>	0.60 mm (0.024 in) 0.55 mm (0.022 in)				
Ignition timing	1.4 mm (0.055 in) (16.5°) BTDC 1.6 mm (0.063 in) (17°) BTDC				
Spark plug	NGK R 6918-B8 NGK BR 8 EG				
Electrode gap	0.60 mm (0,024 in) 46 mm (1.81 in)				
Dimension "Z" <small>(height of the control flap)</small>	42 mm (1.65 in)				
Primary drive	straight cut spur gears, primary ratio 23:73				
Clutch	multiple disc clutch in oil bath, hydraulic operated (Shell HF-E15)				
Transmission	6 speed, claw actuated				
Gear ratio					
1st gear	13 : 32	12 : 33		13 : 32	12 : 33
2nd gear	15 : 30	15 : 31		15 : 30	15 : 31
3rd gear	17 : 28	17 : 28		17 : 28	17 : 28
4th gear	19 : 26	19 : 26		19 : 26	19 : 26
5th gear	21 : 25	21 : 25		21 : 25	22 : 25 / 17 : 19
6th gear	22 : 24	20 : 20		22 : 23	22 : 20
Gear lubrication	0.7 l engine oil 20W-40 (Shell Advance VSX4)				
Available chain sprockets	13t / 14t / 15t for chain $\frac{5}{8} \times \frac{1}{4}$ "				
Coolant	1.2 litres, 40% anti freeze, 60% water, at least -25 °C (-13 °F)				
Ignition system	KOKUSAN 2K-1	USA: KOKUSAN 2K-2 EU: 2K-3	KOKUSAN 2K-3	KOKUSAN 2K-2	KOKUSAN 2K-3
Generator output	no generator	12V / 40 W	12V / 110 W	12V 40 W	12V 110 W
Carburetor	flat-slide carburetor, carburetor setting see table				
Air-filter	wet foam type air filter insert				

**TOLERANCES AND FITTING CLEARANCES**

Piston fitting clearance	125 = 0.06 mm	200 = 0.085 mm
Piston ring end cap	max. 0.40 mm	
Connecting rod bearing - radial clearance	0.025–0.035 mm	
Transmission shafts end float	0.20–0.40 mm	
Clutch springs - length	new = 39 mm, minimum length = 38 mm	

**GASKET THICKNESSES**

Crankcase	0,5 mm
Clutch cover	0,5 mm
Clutch driving cylinder	0.30 / 0.50 / 0.75 mm
Cylinder bottom gasket	as required
Available bottom gasket	0,07 / 0,15 / 0,20 / 0,25 / 0,40 / 0,50 / 0,75 mm
Cylinder-head gasket	1.10 mm + O-ring

**TIGHTENING TORQUES**

Flange bolts - cylinder-head	M 7	18 Nm	(14 ft.lb)
Nuts-cylinder base	M 8	30 Nm	(22 ft.lb)
Flywheel collar nut	M 12x1	60 Nm	(44 ft.lb)
Nut for primary sprocket (LH thread)	M 16x1.5	180 Nm	(133 ft.lb)
Nut for inner clutch hub	M 18x1.5	120 Nm	(88 ft.lb)
Crankcase and clutch cover bolts	M 6	8 Nm	(6 ft.lb)
Spark plug	M 14x1.25	20 Nm	(14 ft.lb)
Nut swingarm pivot	M 14x1.5	100 Nm	(74 ft.lb)
Other bolts	M 6	10 Nm	(7 ft.lb)
	M 8	25 Nm	(19 ft.lb)
	M 10	45 Nm	(33 ft.lb)

**BASIC CARBURETOR SETTING**

	125 SX, EXC USA 125 EGS AUSTRALIA	125 SX, EXC EUROPE	125 EGS	200 MXC, EXC USA	200 EXC EUROPE	200 EGS	200 EGS AUSTRALIA
Carburetor	Keihin PWK 39 120598	Keihin PWK 39 160598	Keihin PWK 39 130598	Keihin PWK 39 140598	Keihin PWK 39 170598	Keihin PWK 39 150598	Keihin PWK 39 140598
Carburetor setting number	190 (188/192/195)	190 (188/192/195)	150 (188/190/192/195)	180 (175/178/182/185)	180 (175/178/182/185)	180 (175/178/182/185)	180 (175/178/182/185)
Main jet	48 (45/50)	48 (45/50)	45 (48/50)	45 (42/48)	45 (42/48)	45 (42/48)	45 (42/48)
Idling jet	85	85	85	85	85	85	85
Starting jet	NOZH (NOZF/NOZG/NOZI)	NOZF (NOZG/NOZH/NOZI)	R1471J (NOZF/NOZG/NOZH/NOZI)	NOZH (NOZG/NOZI)	NOZG (NOZH/NOZI)	R1472J (NOZG/NOZH/NOZI)	NOZH (NOZG/NOZI)
Jetneedle	III	III	IV	III	II	IV	III
Needle position from top	6	6	6	6	6	6	6
Throttle valve	1,5	1,5	1,5	1,5	1,5	1,5	1,5
Air adjustment screw top	–	–	–	–	–	slide stop 36mm	slide stop 36mm
Performance restrictor	–	–	–	–	–	–	–

# TECHNICAL SPECIFICATIONS CHASSIS 125 SX / EXC / EGS, 200 MXC / EXC / EGS '99

	125 SX	125 EXC	125 EGS	200 MXC	200 EXC	200 EGS
Frame	Central chrome-moly-steel frame					
Fork	WP Extreme	Marzocchi Magnum 45 Code 91				
Wheel travel front/rear	280 / 320 mm (11.0 / 12.6 in)	285 / 320 mm (11.2 / 12.6 in)				
Rear suspension	WP Progressive Damping System shock absorber, aluminium swingarm					
Front brake	Disc brake with carbon-steel brake disc Ø 260 mm (10.2 in), brake caliper floated					
Rear brake	Disc brake with carbon-steel brake disc Ø 220 mm (8.7 in), brake caliper floated					
Front tires	80/100 - 21" 51M	90/90 - 21" 54R	90/90 - 21" 54R	80/100 - 21" 51M	90/90 - 21" 54R	90/90 - 21" 54R
Air pressure offroad	1.0 bar (14psi)	1,0 bar (14psi)	1.0 bar (14psi)	1.0 bar (14psi)	1.0 bar (14psi)	1.0 bar (14psi)
Air press. road driver only	-	1,5 bar (21psi)	1,5 bar (21psi)	-	1.5 bar (21psi)	1.5 bar (21psi)
Rear tires	100/90 - 19" 57M	120/90 - 18" 65R	120/90 - 18" 65R	100/100 - 18" 59M	120/90 - 18" 65R	120/90 - 18" 65R
Air pressure offroad	1.0 bar (14psi)	1.0 bar (14psi)	1.0 bar (14psi)	1.0 bar (14psi)	1.0 bar (14psi)	1.0 bar (14psi)
Air press. road driver only	-	2.0 bar (28psi)	2.0 bar (28psi)	-	2.0 bar (28psi)	2.0 bar (28psi)
Fuel tank capacity	7.5 liter (2 US Gallons)	9.5 liter (2.5 US gallons)	9.5 or 12 liter (2.4 US gallons)	12 liter (3.2 US gallons)	9.5 or 12 liter (2.5 or 3.2 US gallons)	9.5 or 12 liter (2.5 or 3.2 US gallons)
Final drive ratio	13:50	13:50	14:38	14:48	14:48	14:38
Chain	5/8 x 1/4 "					
Available final sprockets	38, 40, 42, 45, 48, 50, 52					
Steering head angle	63°					
Wheel base	1461 ± 10 mm (57.3 ± 0,4 in)					
Seat height, unloaded	925 mm (36.4 in)					
Ground clearance, unloaded	385 mm (15,2 in)					
Dead-weight without fuel	92 kg (203 lbs)	96 kg (212 lbs)	100 kg (221 lbs)	96 kg (212 lbs)	97 kg (214 lbs)	101 kg (223 lbs)

### STANDARD ADJUSTMENT - FORK

	Marzocchi 91	WP 918T767
Compression adjuster	15	12
Rebound adjuster	15	12
Spring	4.0 N/mm	4.0 N/mm
Spring preload	10 mm (0.4in)	5 mm (0.2in)
Air chamber length	140 mm (5.5in)	150 mm (5.9in)
Capacity per fork leg	approx. 600 ccm	approx. 750 ccm
Fork oil	SAE 7.5	SAE 5

NOTE: The damping units in the left and the right fork leg are of different design. Make sure not to mix them up in case of repair or service jobs.

### STANDARD ADJUSTMENT - SHOCK ABSORBER

	WP 1218T711	WP 1218T713
Compression adjuster	5	6
Rebound adjuster	14	14
Spring	PDS2-250	PDS1-250
Spring preload	5 mm (0.2 in)	6 mm (0.23 in)

### TIGHTENING TORQUES - CHASSIS

Collar bolt front wheel spindle	M 10	40 Nm (30 ft.lb)
Brake caliper front	M 8	25 Nm (19 ft.lb) + Loctite 243
Clamping bolts upper fork bridge	M 8	15 Nm (11 ft.lb)
Clamping bolts lower fork bridge	M 8	20 Nm (15 ft.lb)
Clamping bolts fork stubs (Marzocchi)	M 6	7 Nm (5 ft.lb)
Clamping bolts fork stubs (WP Extreme)	M 8	10 Nm (7 ft.lb)
Collar nut rear wheel spindle	M 20x1.5	80 Nm (59 ft.lb)
Hexagon nut swingarm bolt	M 14x1.5	100 Nm (74 ft.lb)
Shock absorber top	M 12	60 Nm (44 ft.lb)
Shock absorber bottom	M 12	40 Nm (30 ft.lb)
Other bolts on chassis	M 6 M 8 M 10	10 Nm (7 ft.lb) 25 Nm (19 ft.lb) 45 Nm (33 ft.lb)

## TECHNICAL DATA - ENGINE 200 EGS ONLY SINGAPORE '99

Engine	200 EGS Singapore
Design	Liquid-cooled single-cylinder two-stroke engine with intake and exhaust control
Piston displacement	193 ccm
Bore / stroke	64 / 60 mm (2.52 / 2.362 in)
Fuel	SUPER fuel, research octane no 95
Lubrication	Separate lubrication
Engine oil	Shell Advance Racing X or high grade 2-stroke oil for a mixture ratio 1:50 and separate lubrication
Crankshaft bearing	1 deep-groove ball bearing / 1 cylinder roller bearing
Connecting rod bearing	needle bearing
Piston pin bearing	needle bearing
Piston	cast piston
Piston ring	two plain compression rings
Dimension "X" <small>#upper edge piston - upper edge cylinder</small>	0.55 mm (0.22 in)
Ignition timing	1.6 mm (0.063 in) (17°) BTDC
Spark plug	NGK BR 8 EG
Electrode gap	0.60 mm (0,024 in)
Dimension "Z" <small>(height of the control flap)</small>	46 mm (1.81 in)
Primary drive	straight cut spur gears, primary ratio 23:73
Clutch	multiple disc clutch in oil bath, hydraulic operated (Shell HF-E15)
Transmission	6 speed, claw actuated
1st gear	12 : 33
2nd gear	15 : 31
3rd gear	17 : 28
4th gear	19 : 26
5th gear	22 : 25 / 17 : 19
6th gear	22 : 20
Gear lubrication	0.70 l engine oil 20W-40 (Shell Advance VSX4)
Available chain sprockets	13t / 14t / 15t for chain 5/8 x 1/4"
Coolant	1.2 litres, 40% anti freeze, 60% water, at least -25 °C (-13 °F)
Ignition system	KOKUSAN 2K-3
Generator output	12V 110 W
Carburetor	flat-slide carburetor, carburetor setting see table
Air-filter	wet foam type air filter insert

### BASIC CARBURETOR SETTING

	200 EGS (Sgp)
Carburetor	Keihin PWK 39
Carburetor setting number	180698
Main jet	178 (175/180/182/185)
Idling jet	42 (45/48)
Starting jet	85
Jet needle	NOZI (NOZG/NOZH)
Needle position from top	II
Throttle valve	6
Air adjustment screw top	1,5
Performance restrictor	slide stop 36 mm



**TECHNICAL DATA - ENGINE 125 EXE / 125 SUPERMOTO 2000**

Engine	125 EXE
Design	Liquid-cooled single-cylinder two-stroke engine with intake and exhaust control
Piston displacement	124.8 ccm
Bore / stroke	54,0 / 54,5 mm (2.125 / 2.145 in)
Fuel	unleaded fuel with a least RON 91
Lubrication	separate lubrication
Oil / gasolin ratio	Shell Advance Ultra 2 or 2-stroke oil for a mix ratio 1:50 and separate lubrication
Crankshaft bearing	2 grooved ball bearing
Connecting rod bearing	needle bearing
Piston pin bearing	needle bearing
Piston	cast light alloy
Piston ring	2 rectangular ring
Spark plug	NGK BR8 HS
Electrode gap	0.60 mm (0,024 in)
Primary drive	straight cut spur gears, primary ratio 23:73
Clutch	multiple disc clutch in oil bath, hydraulic operated (Shell HF-E15)
Transmission	6 speed, claw actuated
Gear ratio	
1st gear	12 : 33
2nd gear	15 : 31
3rd gear	17 : 28
4th gear	19 : 26
5th gear	21 : 25
6th gear	22 : 24
Gear lubrication	0.7 l gear oil SAE-80W (Shell Advance Gear EP)
Available chain sprockets	14t for chain $\frac{5}{8} \times \frac{1}{4}$ "
Coolant	0,8 litres, 40% anti freeze, 60% water, at least -25 °C (-13 °F)
Ignition system	Kokusan digital 2K-3
Generator output	12V / 110 W
Carburetor	flat-slide carburetor, carburetor setting see table
Air-filter	wet foam type air filter insert
Oil tank	tank content: 1,3 liter (0,34 US gallons)

Art No 3.206.005 - E

**BASIC CARBURETOR SETTING**

	125 EXE (80 km/h)	125 EXE (100km/h)	125 Supermoto (80 km/h)	125 Supermoto (100 km/h)
Carburetor	Dell'Orto PHBH 28	Dell'Orto PHBH 28	Dell'Orto PHBH 28	Dell'Orto PHBH 28
Carburetor setting number	051299	021199	051299	021199
Main jet	120	125	120	125
Idling jet	50	50	50	50
Starting jet	70	70	70	70
Jetneedle	X83	X83	X83	X83
Needle position from top	III	III	III	III
Throttle valve	40	40	40	40
Air adjustment screw top	1,25	1,25	1,25	1,25
Performance restrictor	-	-	-	-

Repair manual KTM 125 / 200

# TECHNICAL SPECIFICATIONS CHASSIS 125 EXE / 125 SUPERMOTO 2000

	125 EXE	125 Supermoto
Frame	Central chrome-moly-steel frame	
Fork	White Power – Up Side Down 40 TA	
Wheel travel front/rear	220/260 mm (8,7/10,2 in)	
Rear suspension	WP Progressive Damping System shock absorber, aluminium swingarm	
Front brake	Disc brake with carbon-steel brake disc, brake caliper floated	
Front brake disc	Ø 260 mm (10,2 in)	Ø 320 mm (12,6 in)
Rear brake	Disc brake with carbon-steel brake disc Ø 220 mm (8.7 in), brake caliper floated	
Brake discs	Wear limit max. 0,4 mm (0,016 in)	
Front tires	3.00 - 21"	110/70 - 17"
Air pressure, driver only	1,8 bar (26 psi)	1,8 bar (26 psi)
Air pressure, driver plus passenger	2,0 bar (29 psi)	2,0 bar (29 psi)
Rear tires	4.60 - 18"	130/70 - 17"
Air pressure, driver only	2,0 bar (29 psi)	2,1 bar (30 psi)
Air pressure, driver plus passenger	2,2 bar (32 psi)	2,3 bar (33 psi)
Fuel tank capacity	11,0 liter (3 US Gallons), 2,5 liter (0,6 US gallons) reserve	
Final drive ratio	14:40 t	14:38 t
Chain	O-ring 5/8 x 1/4 "	
Battery	maintenance free 12V 3Ah	
Lamps	head light	H4 12V 60/55W (socket P43t)
	parking light	12V 5W (socket W2,1x9,5d)
	cockpit light	12V 2W (socket W2x4,6d)
	stop and tail light	12V 21/5W (socket BaY15d)
	flasher	12V 10W (socket Ba15s)
Steering head angle	63°	
Wheel base	1461 ± 10 mm (57,5 ± 0,4 in)	
Seat height, unloaded	865 mm (34,0 in)	830 mm (32,7 in)
Ground clearance, unloaded	290 mm (11,4 in)	255 mm (10,0 in)
Dead-weight *	104 kg (230 lbs)	
Max. permissible front axle load	145 kg (320 lbs)	
Max. permissible rear axle load	190 kg (419 lbs)	
Max. permissible laden weight	335 kg (740 lbs)	

\* Dead-weight without fuel

### STANDARD ADJUSTMENT - FORK

	WP 0618T777A
Compression adjuster	10
Rebound adjuster	9
Spring	4,2 N/mm
Spring preload	10 mm (0.4 in)
Air chamber length	140 mm (5.5 in)
Capacity per fork leg	approx. 500 ccm
Fork oil	SAE 5

### TIGHTENING TORQUES - CHASSIS

Collar nut front wheel spindle	M 16x1,5	40 Nm (30 ft.lb)
Brake caliper front	M 8	25 Nm (19 ft.lb) +Loctite 243
Clamping bolts upper fork bridge	M 8	20 Nm (15 ft.lb)
Clamping bolts lower fork bridge	M 8	15 Nm (11 ft.lb)
Clamping bolts fork stubs	M8	10 Nm (7 ft.lb)
Collar nut rear wheel spindle	M 20x1,5	80 Nm (59 ft.lb)
Hexagon nut swing arm bolt	M 14x1,5	100 Nm (74 ft.lb)
Collar bolt handlebar clamp	M 8	20 Nm (15 ft.lb)
Allen head bolt handlebar support	M 10	40 Nm (30 ft.lb) +Loctite 243
Shock absorber top	M 12	60 Nm (44 ft.lb)
Shock absorber bottom	M 12	60 Nm (44 ft.lb)
Screw adjusting ring spring preload	M 6	8 Nm (6 ft.lb)
Other bolts on chassis	M 6	10 Nm (7 ft.lb)
	M 8	25 Nm (19 ft.lb)
	M 10	45 Nm (33 ft.lb)

### STANDARD ADJUSTMENT - SHOCK ABSORBER

	WP 1218T715
Compression adjuster	3
Rebound adjuster	14
Spring	PDS1-250
Spring preload	5 mm (0.2 in)

## TECHNICAL DATA - ENGINE 125 / 200 2000

Engine	125 SX	125 EXC	200 MXC	200 EXC
Design	Liquid-cooled single-cylinder two-stroke engine with intake and exhaust control			
Piston displacement	124.8 ccm		193 ccm	
Bore / stroke	54.25 / 54 mm (2.136 / 2.126 in)		64 / 60 mm (2.52 / 2.362 in)	
Fuel	unleaded SUPER fuel, research octane no 95, mixed with high grade two stroke oil			
Oil / gasolin ratio	1:40-1:60 when using high grade two stroke oil (Shell Advance Racing X). When in doubt, please contact your importer			
Crankshaft bearing	1 deep-groove ball bearing / 1 cylinder roller bearing			
Connecting rod bearing	needle bearing			
Piston pin bearing	needle bearing			
Piston	forged piston			
Piston ring	one plain compression ring			
Dimension "X" <small>"X" upper edge piston-upper edge cylinder</small>	0.60 mm (0.024 in)			
Ignition timing	1.4 mm (0.055 in) (16.5°) BTDC			
Spark plug	NGK BR9 EYX			
Electrode gap	0.60 mm (0,024 in)			
Dimension "Z" <small>"Z" height of the control flap</small>	42 mm (1.65 in)			
Primary drive	straight cut spur gears, primary ratio 23:73			
Clutch	multiple disc clutch in oil bath, hydraulic operated (Shell HF-E15)			
Transmission	6 speed, claw actuated			
Gear ratio				
1st gear	13 : 32	12 : 33	13 : 32	12 : 33
2nd gear	15 : 30	15 : 31	15 : 30	15 : 31
3rd gear	17 : 28	17 : 28	17 : 28	17 : 28
4th gear	19 : 26	19 : 26	19 : 26	19 : 26
5th gear	21 : 25	21 : 25	21 : 25	17 : 19
6th gear	22 : 24	20 : 20	22 : 23	22 : 20
Gear lubrication	0.7 l engine oil 20W-40 (Shell Advance VSX4)			
Available chain sprockets	13t / 14t / 15t for chain $\frac{5}{8} \times \frac{1}{4}$ "			
Coolant	1.2 litres, 40% anti freeze, 60% water, at least -25 °C (-13 °F)			
Ignition system	KOKUSAN 2K-1	KOKUSAN 2K-3	-	KOKUSAN 2K-3
Generator output	no generator	12V / 110 W	-	12V 110 W
Ignition system USA	KOKUSAN 2K-1		KOKUSAN 2K-2	
Generator output	no generator		12V 40 W	
Carburetor	flat-slide carburetor, carburetor setting see table			
Air-filter	wet foam type air filter insert			

TIGHTENING TORQUES - ENGINE			
Flange bolts - cylinder-head	M 7	18 Nm	(13 ft.lb)
Nuts-cylinder base	M 8	30 Nm	(22 ft.lb)
Flywheel collar nut	M 12x1	60 Nm	(44 ft.lb)
Nut for primary sprocket (LH thread)	M 16x1.5	180 Nm	(133 ft.lb)
Nut for inner clutch hub	M 18x1.5	120 Nm	(88 ft.lb)
Crankcase and clutch cover bolts	M 6	8 Nm	(6 ft.lb)
Spark plug	M 14x1.25	20 Nm	(14 ft.lb)
Other bolts	M 6	10 Nm	(7 ft.lb)
	M 8	25 Nm	(19 ft.lb)
	M 10	45 Nm	(33 ft.lb)

TOLERANCES AND FITTING CLEARANCES	
Piston fitting clearance	125 = 0.06 mm    200 = 0.085 mm
Piston ring end cap	max. 0.40 mm
Connecting rod bearing - radial clearance	0.025–0.035 mm
Transmission shafts end float	0.20–0.40 mm
Clutch springs - length	new = 39 mm, minimum length = 38 mm

GASKET THICKNESSES	
Crankcase	0,5 mm
Clutch cover	0,5 mm
Clutch driving cylinder	0.30 / 0.50 / 0.75 mm
Cylinder bottom gasket	as required
Available bottom gasket	0.07 / 0.15 / 0.20 / 0.25 / 0.40 / 0.50 / 0.75 mm
Cylinder-head gasket	1.10 mm + O-ring

BASIC CARBURETOR SETTING				
	125 SX	125/200 MXC, EXC	125 EXC throttled	200 EXC throttled
Carburetor	Keihin PWK 39	Keihin PWK 38 AG	Keihin PWK 39	Keihin PWK 38 AG
Carburetor setting number	100499	120499	030799	040799
Main jet	190 (188/192)	180 (185)	142	180
Idling jet	48 (45/50)	45 (48)	35	35
Starting jet	85	85	85	85
Jetneedle	R 1467 D (R 1468 D)	NOZ H (NOZ I)	R 1472 N	R 1475 J
Needle position from top	III	III	V	IV
Throttle valve	55	6	6	6
Air adjustment screw top	1,5	1,5	1,5	1,5
Performance restrictor	–	–	–	slide stop 36mm

# TECHNICAL SPECIFICATIONS CHASSIS 125 SX / EXC, 200 MXC / EXC 2000

	125 SX	125 EXC	200 MXC	200 EXC
Frame	Central chrome-moly-steel frame			
Fork	White Power – Up Side Down 43 MA			
Wheel travel front/rear	295/320 mm (11,3/12,6 in)			
Rear suspension	WP Progressive Damping System shock absorber, aluminium swingarm			
Front brake	Disc brake with carbon-steel brake disc Ø 260 mm (10.2 in), brake caliper floated			
Rear brake	Disc brake with carbon-steel brake disc Ø 220 mm (8.7 in), brake caliper floated			
Brake discs	Wear limit max. 0,4 mm (0,016 in)			
Front tires	80/100 - 21" 51M	90/90 - 21" 54R	–	90/90 - 21" 54R
Front tires USA	80/100 - 21" 51M	80/100 - 21" 51M	80/100 - 21" 51M	80/100 - 21" 51M
Air pressure offroad	1,0 bar (14psi)	1,0 bar (14psi)	1,0 bar (14psi)	1,0 bar (14psi)
Air pressure road driver only	–	1,5 bar (21psi)	–	1,5 bar (21psi)
Rear tires	100/90 - 19" 57M	120/90 - 18" 65R	–	120/90 - 18" 65R
Rear tires USA	100/90 - 19" 57M	100/100 - 18" 59M	100/100 - 18" 59M	100/100 - 18" 59M
Air pressure offroad	1,0 bar (14psi)	1,0 bar (14psi)	1,0 bar (14psi)	1,0 bar (14psi)
Air pressure road driver only	–	2,0 bar (28psi)	–	2,0 bar (28psi)
Fuel tank capacity	7,5 liter (2 US Gallons)	9,5 liter (2,5 US Gallons)	12 liter (3,2 US Gallons)	9,5/12 liter (2,5/3,2 US Gallons)
Final drive ratio	13:50t	14:38t	–	14:45t / 14:48t
Final drive ratio USA	13:50t	13:50t	14:48t	14:48t
Chain	5/8 x 1/4 "			
Available final sprockets	38t, 40t, 42t, 45t, 48t, 50t, 52t			
Steering head angle	63°			
Wheel base	1461 ± 10 mm (57,3 ± 0,4 in)			
Seat height, unloaded	925 mm (36,5 in)			
Ground clearance, unloaded	385 mm (15,2 in)			
Dead-weight *	92 kg (203 lbs)	100 kg (221 lbs)	–	101 kg (223 lbs)
Dead-weight USA *	92 kg (203 lbs)	96 kg (212 lbs)	96 kg (212 lbs)	97 kg (214 lbs)

\* Dead-weight without fuel

### STANDARD ADJUSTMENT - FORK

	WP 0518U783	WP 0518U784
Compression adjuster	16	14
Rebound adjuster	12	12
Spring	3,8 N/mm	3,8 N/mm
Spring preload	6 mm (0.24in)	6,5 mm (0.26in)
Air chamber length	140 mm (5.5in)	150 mm (5.9in)
Capacity per fork leg	approx. 840 ccm	approx. 830 ccm
Fork oil	SAE 5	SAE 5

### STANDARD ADJUSTMENT - SHOCK ABSORBER

	WP 1218U717	WP 1218U719
Compression adjuster	4	5
Rebound adjuster	20	20
Spring	PDS2-250	PDS1-250
Spring preload	5 mm (0.2 in)	5 mm (0.2 in)

### TIGHTENING TORQUES - CHASSIS

Collar nut front wheel spindle	M 16x1,5	40 Nm (30 ft.lb)
Brake caliper front	M 8	25 Nm (19 ft.lb) + Loctite 243
Clamping bolts upper fork bridge	M 8	20 Nm (15 ft.lb)
Clamping bolts lower fork bridge	M 8	15 Nm (11 ft.lb)
Clamping bolts fork stubs	M8	10 Nm (7 ft.lb)
Collar nut rear wheel spindle	M 20x1.5	80 Nm (59 ft.lb)
Hexagon nut swing arm bolt	M 14x1.5	100 Nm (74 ft.lb)
Collar bolt handlebar clamp	M 8	20 Nm (15 ft.lb)
Allen head bolt handlebar support	M 10	40 Nm (30 ft.lb)
Shock absorber top	M 12	60 Nm (44 ft.lb)
Shock absorber bottom	M 12	60 Nm (44 ft.lb)
Screw adjusting ring spring preload	M 6	8 Nm (6 ft.lb)
Other bolts on chassis	M 6 M 8 M 10	10 Nm (7 ft.lb) 25 Nm (19 ft.lb) 45 Nm (33 ft.lb)

# TECHNICAL DATA - ENGINE 125 / 200 2001

	125 SX	125 EXC	200 MXC	200 EXC
Engine				
Design	Liquid-cooled single-cylinder two-stroke engine with intake and exhaust control			
Piston displacement	124.8 ccm			
Bore / stroke	54 / 54,5 mm (2.126 / 2.145 in)			
Fuel	unleaded SUPER fuel, research octane no 95, mixed with high grade two stroke oil			
Oil / gasolin ratio	1:40-1:60 when using high grade two stroke oil (Shell Advance Racing X). When in doubt, please contact your importer			
Crankshaft bearing	1 deep-groove ball bearing / 1 cylinder roller bearing			
Connecting rod bearing	needle bearing			
Piston pin bearing	needle bearing			
Piston	cast piston			
Piston ring	one plain compression ring			
Dimension "X" <small>(upper edge piston-upper edge cylinder)</small>	0.0 mm (0.0 in)			
Ignition timing	1.4 mm (0.055 in) (16.5°) BTDC			
Spark plug	NGK BR9 EVX			
Electrode gap	0.60 mm (0,024 in)			
Dimension "Z" <small>height of the control flap</small>	42,5 mm (1.67 in)			
Primary drive	straight cut spur gears, primary ratio 23:73			
Clutch	multiple disc clutch in oil bath, hydraulic operated (Shell HF-E15)			
Transmission	6 speed, claw actuated			
Gear ratio				
1st gear	13 : 32 „1S32“	12 : 33 „1G33“	13 : 32 „1S32“	12 : 33 „1G33“
2nd gear	„2S15“ 15 : 30 „2S30“	„2S15“ 15 : 31 „2G31“	„2S15“ 15 : 30 „2S30“	„2S15“ 15 : 31 „2G31“
3rd gear	„3S17“ 17 : 28 „3S28“	„3S17“ 17 : 28 „3S28“	„3S17“ 17 : 28 „3S28“	„3S17“ 17 : 28 „3S28“
4th gear	„4S19“ 19 : 26 „4S26“	„4S19“ 19 : 26 „4S26“	„4S19“ 19 : 26 „4S26“	„4S19“ 19 : 26 „4S26“
5th gear	„5S21“ 21 : 25 „5S25“	„5S21“ 21 : 25 „5S25“	„5S21“ 21 : 25 „5S25“	„5G17“ 17 : 19 „5G19“
6th gear	„6S22“ 22 : 24 „6S24“	„6G20“ 20 : 20 „6G20“	„6S22“ 22 : 23 „6S23“	„6G22“ 22 : 20 „6G20“
Gear lubrication	0.7 l engine oil 20W-40 (Shell Advance VSX4)	0.7 l gear oil 80W (Shell Gear EP 80)	0.7 l engine oil 20W-40 (Shell Advance VSX4) for chain <sup>5</sup> / <sub>8</sub> x 1/4"	0.7 l gear oil 80W (Shell Gear EP 80)
Available chain sprockets		13t / 14t / 15t		
Coolant	1.2 litres, 40% anti freeze, 60% water, at least -25 °C (-13 °F)			
Ignition system	KOKUSAN 2K-1	KOKUSAN 2K-3	-	KOKUSAN 2K-3
Generator output	no generator	12V / 110 W	-	12V 110 W
Ignition system USA	KOKUSAN 2K-1		KOKUSAN 2K-2	
Generator output	no generator		12V 40 W	
Carburetor	flat-slide carburetor, carburetor setting see table			
Air-filter	wet foam type air filter insert			
Lubrication	<b>200 EXC Separate lubrication</b>			
Engine oil	Separate lubrication			
Oil tank	Shell Advance Ultra 2 or 2-stroke engine oil for a mixture ratio 1:50 and for separate lubrication 1,3 liter (0,34 US Gallons)			

TIGHTENING TORQUES - ENGINE		
Flange bolts - cylinder-head	M 7	18 Nm (13 ft.lb)
Nuts-cylinder base	M 8	30 Nm (22 ft.lb)
Flywheel collar nut	M 12x1	60 Nm (44 ft.lb)
Nut for primary sprocket (LH thread)	M 16x1.5	180 Nm (133 ft.lb)
Nut for inner clutch hub	M 18x1.5	120 Nm (88 ft.lb)
Crankcase and clutch cover bolts	M 6	8 Nm (6 ft.lb)
Spark plug	M 14x1.25	20 Nm (14 ft.lb)
Other bolts	M 6	10 Nm (7 ft.lb)
	M 8	25 Nm (19 ft.lb)
	M 10	45 Nm (33 ft.lb)

TOLERANCES AND FITTING CLEARANCES	
Piston fitting clearance	125 = 0.06 mm 200 = 0.085 mm
Piston ring end cap	max. 0.40 mm
Connecting rod bearing - radial clearance	0.025–0.035 mm
Transmission shafts end float	0.20–0.40 mm
Clutch springs - length	new = 39 mm, minimum length = 38 mm

GASKET THICKNESSES	
Crankcase	0,5 mm
Clutch cover	0,5 mm
Clutch driving cylinder	0.30 / 0.50 / 0.75 mm
Cylinder bottom gasket	as required
Available bottom gasket	0.07 / 0.15 / 0.20 / 0.25 / 0.40 / 0.50 / 0.75 mm
Cylinder-head gasket	1.10 mm + O-ring

BASIC CARBURETOR SETTING					
	125 SX	125 EXC USA 200 MXC/EXC USA	200 EXC AUS 200 EXC SGP	125 EXC EU	200 EXC EU
Carburetor	Keihin PWK 39	Keihin PWK 38 AG	Keihin PWK 38 AG	Keihin PWK 38 AG	Keihin PWK 38 AG
Carburetor setting number	250200	270200	280200	260200	290200
Main jet	185 (182/188)	180 (185)	180 (185)	148 (180/185)	180 (185)
Idling jet	48 (45/50)	45 (48)	45 (48)	35 (45/48)	35 (45/48)
Starting jet	85	85	85	85	85
Jetneedle	R 1469 D (R 1470 D)	NOZ G (NOZ H)	NOZ G (NOZ H)	R 1472 N (NOZ G/NOZ H)	R 1475 J (NOZ G/NOZ H)
Needle position from top	III	III	III	IV	III
Throttle valve	55	6.5	6.5	6.5	6.5
Air adjustment screw open	1,5	1,5	1,5	1,5	1,5
Performance restrictor	–	–	slide stop 36mm	–	slide stop 36mm

**TECHNICAL SPECIFICATIONS CHASSIS 125 SX / EXC, 200 MXC / EXC 2001**

	125 SX	125 EXC	200 MXC	200 EXC
Frame	Central chrome-moly-steel frame			
Fork	White Power – Up Side Down 43 MA			
Wheel travel front/rear	295/320 mm (11,3/12,6 in)			
Rear suspension	WP Progressive Damping System shock absorber, aluminium swingarm			
Front brake	Disc brake with carbon-steel brake disc Ø 260 mm (10.2 in), brake caliper floated			
Rear brake	Disc brake with carbon-steel brake disc Ø 220 mm (8.7 in), brake caliper floated			
Brake discs	Wear limit max. 0,4 mm (0,016 in)			
Front tires	80/100 - 21" 51M	90/90 - 21" 54R	–	90/90 - 21" 54R
Front tires USA	80/100 - 21" 51M	80/100 - 21" 51M	80/100 - 21" 51M	80/100 - 21" 51M
Air pressure offroad	1,0 bar (14psi)	1,0 bar (14psi)	1,0 bar (14psi)	1,0 bar (14psi)
Air pressure road driver only	–	1,5 bar (21psi)	–	1,5 bar (21psi)
Rear tires	100/90 - 19" 57M	120/90 - 18" 65R	–	120/90 - 18" 65R
Rear tires USA	100/90 - 19" 57M	100/100 - 18" 59M	100/100 - 18" 59M	100/100 - 18" 59M
Air pressure offroad	1,0 bar (14psi)	1,0 bar (14psi)	1,0 bar (14psi)	1,0 bar (14psi)
Air pressure road driver only	–	2,0 bar (28psi)	–	2,0 bar (28psi)
Fuel tank capacity	7,5 liter (2 US Gal)	8,5 liter (2,2 US Gal)	11 liter (2,9 US Gal)	8,5/11 liter (2,2/2,9 US Gal)
Final drive ratio	13:50t	14:38t	–	14:42t / 14:48t
Final drive ratio USA	13:50t	13:50t	14:48t	14:48t
Chain	5/8 x 1/4 "			
Available final sprockets	38t, 40t, 42t, 45t, 48t, 50t, 52t			
Steering head angle	63°			
Wheel base	1461 ± 10 mm (57,3 ± 0,4 in)			
Seat height, unloaded	925 mm (36,5 in)			
Ground clearance, unloaded	385 mm (15,2 in)			
Dead-weight *	92 kg (203 lbs)	100 kg (221 lbs)	–	101 kg (223 lbs)

\* Dead-weight without fuel

**STANDARD ADJUSTMENT - FORK**

	WP 0518V701	WP 0518V702
Compression adjuster	16	16
Rebound adjuster	16	12
Spring	3,8 N/mm	3,8 N/mm
Spring preload	5 mm (0.2 in)	5 mm (0.2 in)
Air chamber length	130 mm (5.1 in)	150 mm (5.9 in)
Fork oil	SAE 5	SAE 5

**TIGHTENING TORQUES - CHASSIS**

Collar nut front wheel spindle	M 16x1,5	40 Nm (30 ft.lb)
Brake caliper front	M 8	25 Nm (19 ft.lb) + Loctite 243
Clamping bolts upper fork bridge	M 8	20 Nm (15 ft.lb)
Clamping bolts lower fork bridge	M 8	15 Nm (11 ft.lb)
Clamping bolts fork stubs	M8	10 Nm (7 ft.lb)
Collar nut rear wheel spindle	M 20x1.5	80 Nm (59 ft.lb)
Hexagon nut swing arm bolt	M 14x1.5	100 Nm (74 ft.lb)
Collar bolt handlebar clamp	M 8	20 Nm (15 ft.lb)
Allen head bolt handlebar support	M 10	40 Nm (30 ft.lb) + Loctite 243
Shock absorber top	M 12	60 Nm (44 ft.lb)
Shock absorber bottom	M 12	60 Nm (44 ft.lb)
Screw adjusting ring spring preload	M 6	8 Nm (6 ft.lb)
Other bolts on chassis	M 6	10 Nm (7 ft.lb)
	M 8	25 Nm (19 ft.lb)
	M 10	45 Nm (33 ft.lb)

**STANDARD ADJUSTMENT - SHOCK ABSORBER**

	WP 1218V728	WP 1218V729
Compression adjuster	5	5
Rebound adjuster	25	23
Spring	PDS2-250	PDS1-250
Spring preload	5 mm (0.2 in)	6 mm (0.2 in)



## TECHNICAL DATA - ENGINE 125 / 200 2002

Engine	125 SX	125 EXC	200 MXC	200 EXC
Design	Liquid-cooled single-cylinder two-stroke engine with intake and exhaust control			
Piston displacement	124.8 ccm			
Bore / stroke	54 / 54,5 mm (2.126 / 2.145 in)			
Fuel	unleaded SUPER fuel, research octane no 95, mixed with high grade two stroke oil 64 / 60 mm (2.52 / 2.362 in)			
Oil / gasolin ratio	1:40-1:60 when using high grade two stroke oil (Shell Advance Racing X). When in doubt, please contact your importer			
Crankshaft bearing	1 deep-groove ball bearing / 1 cylinder roller bearing			
Connecting rod bearing	needle bearing			
Piston pin bearing	needle bearing			
Piston	cast piston			
Piston ring	one plain compression ring			
Dimension "X" <small>(upper edge piston- upper edge cylinder)</small>	0.0 mm (0.0 in)			
Ignition timing	1.4 mm (0.055 in) (16.5°) BTDC			
Spark plug	NGK BR9 EVX			
Electrode gap	0.60 mm (0,024 in)			
Dimension "Z" <small>height of the control flap</small>	43 mm (1.67 in)			
Primary drive	straight cut spur gears, primary ratio 23:73			
Clutch	multiple disc clutch in oil bath, hydraulic operated (Shell HF-E15)			
Transmission	6 speed, claw actuated			
Gear ratio				
1st gear	13 : 32 „1S32“	12 : 33 „1G33“	13 : 32 „1S32“	12 : 33 „1G33“
2nd gear	„2S15“ 15 : 30 „2S30“	„2S15“ 15 : 31 „2G31“	„2S15“ 15 : 30 „2S30“	„2S15“ 15 : 31 „2G31“
3rd gear	„3S17“ 17 : 28 „3S28“	„3S17“ 17 : 28 „3S28“	„3S17“ 17 : 28 „3S28“	„3S17“ 17 : 28 „3S28“
4th gear	„4S19“ 19 : 26 „4S26“	„4S19“ 19 : 26 „4S26“	„4S19“ 19 : 26 „4S26“	„4S19“ 19 : 26 „4S26“
5th gear	„5S21“ 21 : 25 „5S25“	„5S21“ 21 : 25 „5S25“	„5S21“ 21 : 25 „5S25“	„5G17“ 21 : 25 „5G19“
6th gear	„6S22“ 22 : 24 „6S24“	„6G20“ 20 : 20 „6G20“	„6S22“ 20 : 23 „6S23“	„6G22“ 20 : 20 „6G20“
Gear lubrication	0.7 l engine oil 20W-40 (Shell Advance VSX4)	0.7 l gear oil 80W (Shell Gear EP 80)	0.7 l engine oil 20W-40 (Shell Advance VSX4)	0.7 l gear oil 80W (Shell Gear EP 80)
Available chain sprockets	13t / 14t / 15t for chain $\frac{9}{16}$ x $\frac{1}{4}$ "			
Coolant	1.2 litres, 40% anti freeze, 60% water, at least -25 °C (-13 °F)			
Ignition system	KOKUSAN 2K-1	KOKUSAN 2K-3	-	KOKUSAN 2K-3
Generator output	no generator	12V / 110 W	-	12V 110 W
Ignition system USA	KOKUSAN 2K-1	KOKUSAN 2K-2		
Generator output	no generator	12V 40 W		
Carburetor	flat-slide carburetor, carburetor setting see table			
Air-filter	wet foam type air filter insert			
Lubrication	<b>200 EXC SEPARATE LUBRICATION</b> Separate lubrication			
Engine oil	Shell Advance Ultra 2 or 2-stroke engine oil for a mixture ratio 1:50 and for separate lubrication			
Oil tank	1,3 liter (0,34 US Gallons)			

TIGHTENING TORQUES - ENGINE			
Flange bolts - cylinder-head	M 7	18 Nm	(13 ft.lb)
Nuts-cylinder base	M 8	30 Nm	(22 ft.lb)
Flywheel collar nut	M 12x1	60 Nm	(44 ft.lb)
Nut for primary sprocket (LH thread)	M 16x1.5	180 Nm	(133 ft.lb)
Nut for inner clutch hub	M 18x1.5	120 Nm	(88 ft.lb)
Crankcase and clutch cover bolts	M 6	8 Nm	(6 ft.lb)
Spark plug	M 14x1.25	20 Nm	(14 ft.lb)
Other bolts	M 6	10 Nm	(7 ft.lb)
	M 8	25 Nm	(19 ft.lb)
	M 10	45 Nm	(33 ft.lb)

TOLERANCES AND FITTING CLEARANCES	
Piston fitting clearance	125 = 0.06 mm    200 = 0.055 mm
Piston ring end cap	max. 0.40 mm
Connecting rod bearing - radial clearance	0.025–0.035 mm
Transmission shafts end float	0.20–0.40 mm
Clutch springs - length	new = 39 mm, minimum length = 38 mm

GASKET THICKNESSES	
Crankcase	0,5 mm
Clutch cover	0,5 mm
Clutch driving cylinder	0.30 / 0.50 / 0.75 mm
Cylinder bottom gasket	as required
Available bottom gasket	0.07 / 0.15 / 0.20 / 0.25 / 0.40 / 0.50 / 0.75 mm
Cylinder-head gasket	125 =shapedring + O-ring    200=1.10 mm + O-ring

BASIC CARBURETOR SETTING				
	125 SX	200 MXC/EXC USA	200 EXC AUS 200 EXC SGP 200 EXC EU	125 EXC EU 125 EXC AUS
Carburetor	Keihin PWK 39	Keihin PWK 38 AG	Keihin PWK 38 AG	Keihin PWK 38 AG
Carburetor setting number	020201	010201	051200	041200
Main jet	185 (182/188/190)	178 (180/185)	180 (178)	148 (180/185)
Idling jet	48 (45/50)	45 (48)	35 (45/48)	35 (45/48)
Starting jet	85	85	85	85
Jetneedle	R 1469 D (R 1470 D)	NOZ F (NOZ G)	R 1475J (NOZ G/NOZ F)	R 1472 N (NOZ G/NOZ F)
Needle position from top	III	III	III	V
Throttle valve	5.5 (6)	6.5	6.5	6.5
Air adjustment screw open	1,5	1,5	1,5	1,5
Performance restrictor	–	–	slide stop 36mm	–

# TECHNICAL SPECIFICATIONS CHASSIS 125 SX / EXC, 200 MXC / EXC 2002

	125 SX	125 EXC	200 MXC	200 EXC
Frame	Central chrome-moly-steel frame			
Fork	<b>WP – USD 48 MA</b>	<b>White Power – Up Side Down 43 MA</b>		
Wheel travel front/rear	295/320 mm (11,3/12,6 in)			
Rear suspension	WP PDS 5018 (Progressive Damping System) shock absorber, aluminium swingarm			
Front brake	Disc brake with carbon-steel brake disc Ø 260 mm (10.2 in), brake caliper floated			
Rear brake	Disc brake with carbon-steel brake disc Ø 220 mm (8.7 in), brake caliper floated			
Brake discs	Wear limit max. 0,4 mm (0,016 in)			
Front tires	80/100 - 21" 51M	90/90 - 21" 54R	–	90/90 - 21" 54R
Front tires USA	80/100 - 21" 51M	80/100 - 21" 51M	80/100 - 21" 51M	80/100 - 21" 51M
Air pressure offroad	1,0 bar (14psi)	1,0 bar (14psi)	1,0 bar (14psi)	1,0 bar (14psi)
Air pressure road driver only	–	1,5 bar (21psi)	–	1,5 bar (21psi)
Rear tires	100/90 - 19" 57M	120/90 - 18" 65R	–	120/90 - 18" 65R
Rear tires USA	100/90 - 19" 57M	100/100 - 18" 59M	100/100 - 18" 59M	100/100 - 18" 59M
Air pressure offroad	1,0 bar (14psi)	1,0 bar (14psi)	1,0 bar (14psi)	1,0 bar (14psi)
Air pressure road driver only	–	2,0 bar (28psi)	–	2,0 bar (28psi)
Fuel tank capacity	7,5 liter (2 US Gal)	8,5 liter (2,2 US Gal)	11 liter (2,9 US Gal)	8,5/11 liter (2,2/2,9 US Gal)
Final drive ratio	13:50t	14:38t	–	14:45t / 14:48t
Final drive ratio USA	13:50t	13:50t	14:48t	14:48t
Chain	5/8 x 1/4 "			
Available final sprockets	38t, 40t, 42t, 45t, 48t, 50t, 52t			
Bulbs	headlight	HS1 12V 35/35W		
	parking light	12V 5W (Socket W2, 1x9,5d)		
	instrument light	12V 1,2W (Socket W2, 1x4,6d)		
	brake- rear light	12V 21/5W (Socket BaY15d)		
	flasher light	12V 10W (Socket Ba15s)		
	license plate illumination	12V 1,2W (Socket 1x4,6d)		
Steering head angle	63°			
Wheel base	1461 ± 10 mm (57,3 ± 0,4 in)			
Seat height, unloaded	925 mm (36,5 in)			
Ground clearance, unloaded	385 mm (15,2 in)			
Dead-weight *	92 kg (203 lbs)	100 kg (221 lbs)	–	101 kg (223 lbs)
Dead-weight USA *	92 kg (203 lbs)	96 kg (212 lbs)	96 kg (212 lbs)	97 kg (214 lbs)

\* Dead-weight without fuel

### STANDARD ADJUSTMENT - FORK

	WP 4860 MXMA 1418W708	WP 4357 MXMA 0518W710
Compression adjuster	20	20
Rebound adjuster	16	12
Spring	4,0 N/mm	3,8 N/mm
Spring preload	5 mm (0.2in)	5 mm (0.2in)
Air chamber length	100 mm (5.1in)	140 mm (5.9in)
Fork oil	SAE 5	SAE 5

### STANDARD ADJUSTMENT - SHOCK ABSORBER

	WP 5018 PDS-DCC 1218W734	WP 5018 PDS-MCC 1218W735
Compression adjuster	15 LS (low speed) 2 HS (high speed)	15
Rebound adjuster	25	25
Spring	PDS6-260	PDS5-260
Spring preload	4 mm (0.2 in)	5 mm (0.2 in)

### TIGHTENING TORQUES - CHASSIS

Collar nut front wheel spindle	M 16/20x1,5	40 Nm (30 ft.lb)
Brake caliper front	M 8	25 Nm (19 ft.lb) + Loctite 243
Clamping bolts upper fork bridge	M 8	20 Nm (15 ft.lb)
Clamping bolts lower fork bridge	M 8	15 Nm (11 ft.lb)
Clamping bolts fork stubs	M8	10 Nm (7 ft.lb)
Collar nut rear wheel spindle	M 20x1.5	80 Nm (59 ft.lb)
Hexagon nut swing arm bolt	M 14x1.5	100 Nm (74 ft.lb)
Collar bolt handlebar clamp	M 8	20 Nm (15 ft.lb)
Allen head bolt handlebar support	M 10	40 Nm (30 ft.lb) + Loctite 243
Shock absorber top	M 12	60 Nm (44 ft.lb)
Shock absorber bottom	M 12	60 Nm (44 ft.lb)
Screw adjusting ring spring preload	M 6	8 Nm (6 ft.lb)
Other bolts on chassis	M 6	10 Nm (7 ft.lb)
	M 8	25 Nm (19 ft.lb)
	M 10	45 Nm (33 ft.lb)

# TECHNICAL DATA - ENGINE 125 / 200 2003

	125 SX	125 EXC	200 SX	200 MXC	200 EXC
Engine					
Design	Liquid-cooled, single-cylinder, two-stroke engine with intake and exhaust control				
Piston displacement	124.8 ccm				
Bore / stroke	54 / 54.5 mm (2.126 / 2.145 in)				
Fuel	unleaded SUPER fuel, research octane no 95, mixed with high grade, two- stroke oil				
Oil / gasoline ratio	1:40-1:60 when using high grade, two- stroke oil (Shell Advance Racing X). When in doubt, please contact your importer				
Crankshaft bearing	1 deep-groove ball bearing / 1 cylinder roller bearing				
Connecting rod bearing	needle bearing				
Piston pin bearing	needle bearing				
Piston	cast piston				
Piston ring	one plain compression ring	two plain compression rings	one plain compression ring	two plain compression rings	two plain compression rings
Dimension "X" <small>(upper edge piston- upper edge cylinder)</small>	0,0 mm				
Ignition timing	1.4 mm (0.055 in) (16.5°) BTDC				
Spark plug	NGK BR9 EVX				
Electrode gap	0,60 mm				
Dimension "Z" <small>(height of the con- trol flap)</small>	43 mm (1.67 in)				
Primary drive	straight cut spur gears, primary ratio 23:73				
Clutch	multiple disc clutch in oil bath, hydraulically operated (Shell HF-E15)				
Transmission	5 speed, claw actuated				
Gear ratio	6 speed, claw actuated				
1st gear	13 : 32 „1S32“	12 : 33 „1G33“	13 : 32 „1S32“	13 : 32 „1S32“	13 : 33 „1G33“
2nd gear	„2S15“ 15 : 30 „2S30“	„2S15“ 15 : 31 „2G31“	„2S15“ 15 : 30 „2S30“	„2S15“ 15 : 31 „2G31“	„2S15“ 15 : 31 „2G31“
3rd gear	„3S17“ 17 : 28 „3S28“	„3S17“ 17 : 28 „3S28“	„3S17“ 17 : 28 „3S28“	„3S17“ 17 : 28 „3S28“	„3S17“ 17 : 28 „3S28“
4th gear	„4S19“ 19 : 26 „4S26“	„4S19“ 19 : 26 „4S26“	„4S19“ 19 : 26 „4S26“	„4S19“ 19 : 26 „4S26“	„4S19“ 19 : 26 „4S26“
5th gear	„5S21“ 21 : 25 „5S25“	„5S21“ 21 : 25 „5S25“	„5S21“ 21 : 25 „5S25“	„5S21“ 21 : 25 „5S25“	„5S21“ 21 : 25 „5G19“
6th gear	„6G20“ 20 : 20 „6G20“	„6G20“ 20 : 20 „6G20“	„6S22“ 20 : 23 „6S23“	„6S22“ 20 : 23 „6S23“	„6G22“ 20 : 20 „6G20“
Gear lubrication	0.7 l engine oil 20W-40 (Shell Advance VSX4)	0.7 l gear oil 80W (Shell Gear EP 80)	0.7 l engine oil 20W-40 (Shell Advance VSX4)	0.7 l gear oil 80W (Shell Gear EP 80)	0.7 l gear oil 80W (Shell Gear EP 80)
Available chain sprockets	13Z / 14Z / 15Z for chain $\frac{5}{8} \times \frac{1}{4}$ "				
Coolant	1.2 litres, 40% anti freeze, 60% water, at least -25 °C (-13 °F)				
Ignition system	KOKUSAN 2K-1	KOKUSAN 2K-3	KOKUSAN 2K-1	-	KOKUSAN 2K-3
Generator output	no generator	12V / 110 W	no generator	-	12V 110 W
Ignition system USA	KOKUSAN 2K-1	KOKUSAN 2K-2	KOKUSAN 2K-1	KOKUSAN 2K-1	KOKUSAN 2K-2
Generator output	no generator	12V 40 W	no generator	no generator	12V 40 W
Carburetor	flat-slide carburetor, carburetor setting see table				
Air-filter	wet foam type air filter insert				

TIGHTENING TORQUES - ENGINE		
Flange bolts - cylinder-head	M 7	18 Nm
Nuts-cylinder base	M 8	30 Nm
Flywheel collar nut	M 12x1	60 Nm
Nut for primary sprocket (LH thread)	M 16x1.5	180 Nm
Nut for inner clutch hub	M 18x1.5	120 Nm
Crankcase and clutch cover bolts	M 6	8 Nm
Spark plug	M 14x1.25	20 Nm
Swingarm pivot	M 14x1.5	100 Nm
Other bolts	M 6	10 Nm
	M 8	25 Nm
	M 10	45 Nm

BASIC CARBURETOR SETTING			
	200 EXC AUS 200 EXC EU	200 MXC/EXC USA	200 SX
Carburetor	Keihin PWK 38 AG	Keihin PWK 38 AG	Keihin PWK 39
Carburetor setting number	100202	080202	090202
Main jet	180 (178)	178(180/185)	190 (188,192)
Idling jet	35 (45/48)	45 (48)	48 (45)
Starting jet	85	85	85
Jet needle	R 1475J (NOZ E/NOZ F)	NOZ E (NOZ F)	R 1468G (R1469G)
Needle position from top	III	III	III
Throttle valve	6.5	6.5	5.5
Air adjustment screw open	1,5	1,5	1,5
Performance restrictor	slide stop 36mm	-	-

BASIC CARBURETOR SETTING			
	125 EXC EU 125 EXC AUS	125 EXC SIX DAYS	125 SX
Carburetor	Keihin PWK 38 AG	Keihin PWK 38 AG	Keihin PWK 39
Carburetor setting number	070202	160202	060202
Main jet	148 (180/185)	180(185)	185 (188/190)
Idling jet	35 (45/48)	45 (48)	48 (45)
Starting jet	85	85	85
Jet needle	R 1472 N (NOZ E/NOZ F)	NOZ E (NOZ F)	R 1469 D (R 1470 D)
Needle position from top	V	IIII	III
Throttle valve	6.5	6.5	5.5 (6)
Air adjustment screw open	1,5	1,5	1,5
Performance restrictor	-	-	-

TOLERANCES AND FITTING CLEARANCES	
Piston fitting clearance	125 = 0.06 mm 200 = 0.055 mm
Piston ring end cap	max. 0.40 mm
Connecting rod bearing - radial clearance	0.025–0.035 mm
Piston pin – radial clearance	0,030 mm
Transmission shafts end float	0.20–0.40 mm
Clutch springs - length	new = 39 mm, minimum length = 38 mm
Clutch discs	min. 2,9 mm (new 3,1 mm)
Crank stud - run out	0,02 mm
Crankshaft webs outer dimension	55 mm

GASKET THICKNESSES	
Crankcase	0,5 mm
Clutch cover	0,5 mm
Clutch driving cylinder	0.30 / 0.50 / 0.75 mm
Cylinder bottom gasket	as required
Available bottom gasket	0.07 / 0.15 / 0.20 / 0.25 / 0.40 / 0.50 / 0.75 mm

# TECHNICAL SPECIFICATIONS CHASSIS 125 SX / EXC, 200 SX / MXC / EXC 2003

	125 SX	125 EXC	200 SX	200 MXC	200 EXC
Frame	Central chrome-moly-steel frame				
Fork	White Power – Upside down 48 MA 300/335 mm (11.8/13.2 in)				
Wheel travel front/rear	300/335 mm (11.8/13.2 in)				
Rear suspension	WP PDS 5018 (Progressive Damping System) shock absorber, aluminium swingarm				
Front brake	Disc brake with carbon-steel brake disc Ø 260 mm (10.2 in), brake caliper floated				
Rear brake	Disc brake with carbon-steel brake disc Ø 220 mm (8.7 in), brake caliper floated				
Brake discs	Wear limit max. 0.4 mm (0.016 in)				
Front tires	80/100 - 21" 51M	90/90 - 21" 54R	80/100 - 21" 51M	–	90/90 - 21" 54R
Front tires USA	80/100 - 21" 51M	80/100 - 21" 51M	80/100 - 21" 51M	80/100 - 21" 51M	80/100 - 21" 51M
Air pressure offroad	1.0 bar (14psi)	1.0 bar (14psi)	1.0 bar (14psi)	1.0 bar (14psi)	1.0 bar (14psi)
Air pressure road driver only	–	1.5 bar (21psi)	–	–	1.5 bar (21psi)
Rear tires	100/90 - 19" 57M	120/90 - 18" 65R	100/90 - 19" 57M	–	120/90 - 18" 65R
Rear tires USA	100/90 - 19" 57M	100/100 - 18" 59M	100/90 - 19" 57M	100/100 - 18" 59M	100/100 - 18" 59M
Air pressure offroad	1.0 bar (14psi)	1.0 bar (14psi)	1.0 bar (14psi)	1.0 bar (14psi)	1.0 bar (14psi)
Air pressure road driver only	–	2.0 bar (28psi)	–	–	2.0 bar (28psi)
Fuel tank capacity	7.5 liters (2 US Gallons)	9 liters (2.3 US Gallons)	7.5 liters (2 US Gallons)	11 liters (2.9 US Gallons)	9/11 liter (2.3/2.9 US gallons)
Final drive ratio	13:50t	14:38t	14:48t	–	14:45t / 14:48t
Final drive ratio USA	13:50t	13:50t	14:48t	14:48t	14:48t
Chain	5/8 x 1/4 "				
Available final sprockets	38t, 40t, 42t, 45t, 48t, 50t, 52t				
Bulbs	headlight HS1 12V 35/35W parking light 12V 5W (base W2, 1x9,5d) instrument light 12V 1,2W (base W2, 1x4,6d) brake- rear light 12V 21/5W (base BaY15d) flasher light 12V 10W (base Ba15s) license plate illumination 12V 1,2W (base 1x4,6d)				
Steering head angle	63°				
Wheel base	1461 ± 10 mm (57,3 ± 0,4 in)				
Seat height, unloaded	925 mm (36,5 in)				
Ground clearance, unloaded	385 mm (15,2 in)				

STANDARD ADJUSTMENT - FORK		
	WP 4860 MXMA 1418X725	WP 4860 MXMA 1418X735
Compression adjuster	20	22
Rebound adjuster	20	20
Spring	4.0 N/mm	3.8 N/mm
Spring preload	5 mm (0.2in)	5 mm (0.2in)
Air chamber length	100 mm (5.1in)	110 mm (4,3in)
Fork oil	SAE 5	SAE 5

STANDARD ADJUSTMENT - SHOCK ABSORBER		
	WP 5018 PDS-DCC 1218X756	WP 5018 PDS-MCC 1218X757
Compression adjuster	17 LS (low speed) 2 HS (high speed)	17
Rebound adjuster	28	28
Spring	71-90/260	66-86/260
Spring preload	6 mm (0.2 in)	7 mm (0.2 in)

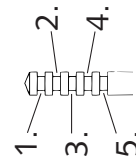
TIGHTENING TORQUES - CHASSIS		
Collar bolt, front wheel spindle	M 24x1,5	40 Nm
Brake caliper, front	M 8	Loctite 243 + 25 Nm
Brake disk, front	M 6 10.9	Loctite 243 + 15 Nm
Brake disk, rear	M 6	Loctite 243 + 15 Nm
Clamping bolts, upper fork bridge	M 8	20 Nm
Clamping bolts, lower fork bridge	M 8	15 Nm
Clamping bolts, fork stubs	M 8	10 Nm
Collar nut, rear wheel spindle	M 20x1,5	80 Nm
Hexagon nut, swing arm bolt	M 14x1,5	100 Nm
Hexagon collar bolt, handlebar clamp	M 8	20 Nm
Allan head bolt, handlebar support	M 10	Loctite 243 + 40 Nm
Shock absorber, top	M 12	60 Nm
Shock absorber, bottom	M 12	60 Nm
Sprocket bolts	M 8	Loctite 243 + 35 Nm
Ball joint for push rod	M 6	Loctite 243 + 10 Nm
Engine mounting bolt	M 10	45 Nm
Engine brace	M 8	33 Nm
Screw adjusting ring spring preload shock abs.	M6	8 Nm
Spoke nipple	M4,5 /M5	5 Nm
Other bolts on chassis	M 6	10 Nm
	M 8	25 Nm
	M 10	45 Nm
Other collar nuts on chassis	M 6	15 Nm
	M 8	30 Nm
	M 10	50 Nm

# VERGASERREGULIERUNG KTM 125 SX / MXC / EXC USA '99 KEIHIN PWK 39

## CARBURETOR SETTING

MEERESHÖHE ALTITUDE	TEMPERATURE →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 48 NOZH 3 175	1 3/4 45 NOZH 3 172	2 42 NOZH 2 170	2 1/4 40 NOZI 1 168	2 1/2 38 NOZI 1 165	2 3/4 38 NOZI 1 165
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 50 NOZG 4 178	1 1/2 48 NOZH 3 175	1 3/4 45 NOZH 3 172	2 42 NOZI 2 170	2 1/4 40 NOZI 1 168	2 1/2 38 NOZI 1 165
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 52 NOZG 4 180	1 1/4 50 NOZG 4 178	1 1/2 48 NOZH 3 175	1 3/4 45 NOZH 3 172	2 42 NOZH 2 170	2 1/4 40 NOZI 1 168
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	3/4 55 NOZG 4 182	1 3/4 52 NOZG 4 180	1 1/4 50 NOZH 3 178	1 1/2 48 NOZH 3 175	1 3/4 45 NOZI 3 172	2 42 NOZI 2 170
300 m 1000 ft ↑ Meeresniveau Sea level	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1/2 55 NOZF 5 185	3/4 52 NOZG 4 182	1 50 NOZG 4 180	1 1/4 50 NOZH 3 178	1 1/2 48 NOZH 3 175	1 3/4 45 NOZI 2 172

LSCHR = Luftregulierschraube offen  
LD = Leerlaufdüse  
POS = Clip Position von oben  
HD = Hauptdüse



AS = Air screw open from fully-seated  
IJ = Idling jet  
POS = Clip position from top  
MJ = Main jet

### NICHT FÜR STRASSENBETRIEB

Kraftstoff: Super bleifrei (125:ROZ 98/200:ROZ95)  
NOT FOR HIGHWAY USE  
Fuel: Super unleaded (125:ROZ 98/200:ROZ95)

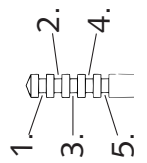


# VERGASERREGULIERUNG / EXC EUROPA '99 KEIHIN PWK 39

## CARBURETOR SETTING

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 48 NOZG 3 190	1 3/4 48 NOZH 3 188	1 3/4 45 NOZH 2 185	2 45 NOZH 2 180	2 45 NOZH 2 180	2 1/4 45 NOZH 2 180
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 48 NOZF 3 190	1 1/2 48 NOZG 3 190	1 3/4 45 NOZH 2 185	2 45 NOZH 2 182	2 45 NOZH 2 182	2 45 NOZH 2 180
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 50 NOZF 4 192	1 1/2 48 NOZF 3 190	1 3/4 48 NOZH 3 188	1 3/4 45 NOZH 2 185	1 3/4 45 NOZH 2 185	2 45 NOZH 2 182
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 50 NOZF 4 195	1 1/4 50 NOZF 4 192	1 3/4 48 NOZG 3 190	1 3/4 48 NOZH 3 190	1 3/4 48 NOZH 3 188	1 3/4 45 NOZH 2 185
300 m 1000 ft ↑ Meeresniveau Sea level/	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	3/4 50 NOZD 4 200	1 50 NOZD 4 198	1 1/2 48 NOZF 3 190	1 1/2 48 NOZF 3 190	1 1/2 48 NOZG 3 190	1 3/4 48 NOZH 2 188

LSCHR = Luftregulierschraube offen  
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AS = Air screw open from fully-seated  
IJ = Idling jet  
POS = Clip position from top  
MJ = Main jet

AS = Air screw open from fully-seated

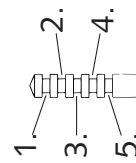
**NICHT FÜR STRASSENBETRIEB**

Kraftstoff: Euro-Super bleifrei ROZ 98  
NOT FOR HIGHWAY USE  
Fuel: Euro-Super unleaded ROZ 98

**VERGASERREGULIERUNG  
CARBURETOR SETTING**
**KTM 200 MXC / EXC EUR. USA '99 KEIHIN PWK 39**

MEERESHÖHE ALTITUDE	TEMPERATURE →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 3/4 45 NOZH 2 180	1 3/4 45 NOZH 2 178	1 3/4 42 NOZI 2 175	2 42 NOZI 1 172	2 42 NOZI 1 170	1 3/4 40 NOZI 1 170
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 45 NOZG 3 182	1 3/4 45 NOZH 2 180	1 3/4 45 NOZH 2 178	1 3/4 42 NOZI 2 175	2 42 NOZI 1 172	2 42 NOZI 1 170
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 48 NOZG 3 182	1 1/4 45 NOZG 3 182	1 1/2 45 NOZH 2 180	1 3/4 45 NOZH 2 178	1 3/4 42 NOZI 2 175	2 42 NOZI 1 172
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 48 NOZG 4 185	1 48 NOZG 3 182	1 1/4 45 NOZG 3 182	1 1/2 45 NOZH 2 180	1 3/4 45 NOZH 2 178	1 3/4 42 NOZI 2 175
300 m 1000 ft ↑ Meeresniveau Sea level	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 48 NOZF 4 188	1 1/4 48 NOZG 4 185	1 1/2 48 NOZG 3 182	1 1/4 45 NOZG 3 182	1 1/2 45 NOZH 2 180	1 3/4 45 NOZH 2 178

LSCHR = Luftregulierschraube offen  
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HD = Hauptdüse



AS = Air screw open from fully-seated  
IJ = Idling jet  
POS = Clip position from top  
MJ = Main jet

*AS = Air screw open from fully-seated*

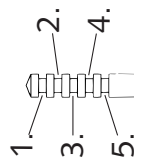
**NICHT FÜR STRASSENBETRIEB**

Kraftstoff: Euro-Super bleifrei ROZ 95  
NOT FOR HIGHWAY USE  
Fuel: Euro-Super unleaded ROZ 95

# VERGASERREGULIERUNG CARBURETOR SETTING **KTM 125 SX EUROPA / USA 2000 KEIHIN PWK 39**

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 45 R1468D 2 185	1 3/4 42 R1469D 3 182	2 40 R1469D 2 180	2 1/4 38 R1469D 3 178	2 1/2 38 R1469D 1 175	2 3/4 38 R1469D 1 175
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 48 R1468D 3 188	1 1/2 45 R1468D 2 185	1 3/4 42 R1469D 3 182	2 40 R1469D 2 180	2 1/4 38 R1469D 2 178	2 1/2 38 R1469D 1 175
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 50 R1467D 3 190	1 1/4 48 R1468D 3 188	1 1/2 45 R1468D 2 185	1 3/4 42 R1469D 3 182	2 40 R1469D 2 180	2 1/4 38 R1469D 2 178
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	3/4 52 R1467D 4 192	1 50 R1467D 3 190	1 1/4 48 R1468D 3 188	1 1/2 45 R1468D 2 185	1 3/4 42 R1469D 3 182	2 40 R1469D 2 180
300 m 1000 ft ↑ Meeresniveau Sea level	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1/2 55 R1467D 5 195	3/4 52 R1467D 4 190	1 50 R1467D 3 188	1 1/4 45 R1468D 2 185	1 1/2 45 R1468D 3 185	1 3/4 42 R1469D 2 182

LSCHR = Luftregulierschraube offen  
LD = Leerlaufdüse  
POS = Clip Position von oben  
HD = Hauptdüse



AS = Air screw open from fully-seated  
IJ = Idling jet  
POS = Clip position from top  
MJ = Main jet

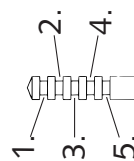
**NICHT FÜR STRASSENBETRIEB**  
Kraftstoff: Euro-Super bleifrei ROZ 95  
NOT FOR HIGHWAY USE  
Fuel: Euro-Super unleaded ROZ 95

# VERGASERREGULIERUNG KTM 125 MXC/EXC EUR/USA 2000 KEIHIN PWK 38 AG

## CARBURETOR SETTING

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 48 NOZH 3 175	1 3/4 45 NOZH 3 172	2 42 NOZH 2 170	2 1/4 40 NOZI 1 168	2 1/2 38 NOZI 1 165	2 3/4 38 NOZI 1 165
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 50 NOZG 4 178	1 1/2 48 NOZH 3 175	1 3/4 45 NOZH 3 172	2 42 NOZI 2 170	2 1/4 40 NOZI 1 168	2 1/2 38 NOZI 1 165
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 52 NOZG 4 180	1 1/4 50 NOZG 4 178	1 1/2 48 NOZH 3 175	1 3/4 45 NOZH 3 172	2 42 NOZH 2 170	2 1/4 40 NOZI 1 168
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	3/4 55 NOZG 4 182	1 52 NOZG 4 180	1 1/4 50 NOZH 3 178	1 1/2 48 NOZH 3 175	1 3/4 45 NOZI 3 172	2 42 NOZI 2 170
300 m 1000 ft ↑ Meeresniveau Sea level	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1/2 55 NOZF 5 185	3/4 52 NOZG 4 182	1 50 NOZG 4 180	1 1/4 50 NOZH 3 178	1 1/2 48 NOZH 3 175	1 3/4 45 NOZI 2 172

LSCHR = Luftregulierschraube offen  
LD = Leerlaufdüse  
POS = Clip Position von oben  
HD = Hauptdüse



AS = Air screw open from fully-seated  
IJ = Idling jet  
POS = Clip position from top  
MJ = Main jet

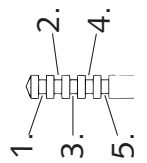
**NICHT FÜR STRASSENBETRIEB**  
Kraftstoff: Euro-Super bleifrei ROZ 95  
NOT FOR HIGHWAY USE  
Fuel: Euro-Super unleaded ROZ 95

# VERGASERREGULIERUNG KTM 200 MXC/EXC EUR/USA 2000 KEIHIN PWK 38 AG

## CARBURETOR SETTING

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 3/4 45 NOZH 2 180	1 3/4 45 NOZH 2 178	1 3/4 42 NOZI 2 175	2 42 NOZI 1 172	2 42 NOZI 1 170	1 3/4 40 NOZI 1 170
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 45 NOZG 3 182	1 3/4 45 NOZH 2 180	1 3/4 45 NOZH 2 178	1 3/4 42 NOZI 2 175	2 42 NOZI 1 172	2 42 NOZI 1 170
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 48 NOZG 3 182	1 1/4 45 NOZG 3 182	1 1/2 45 NOZH 2 180	1 3/4 45 NOZH 2 178	1 3/4 42 NOZI 2 175	2 42 NOZI 1 172
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 48 NOZG 4 185	1 48 NOZG 3 182	1 1/4 45 NOZG 3 182	1 1/2 45 NOZH 2 180	1 3/4 45 NOZH 2 178	1 3/4 42 NOZI 2 175
300 m 1000 ft ↑ Meeresniveau Sea level/	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 48 NOZF 4 188	1 1/4 48 NOZG 4 185	1 1/2 48 NOZG 3 182	1 1/4 45 NOZH 2 180	1 1/2 45 NOZH 2 178	1 3/4 45 NOZH 2 178

LSCHR = Luftregulierschraube offen  
LD = Leerlaufdüse  
POS = Clip Position von oben  
HD = Hauptdüse



AS = Air screw open from fully-seated  
IJ = Idling jet  
POS = Clip position from top  
MJ = Main jet

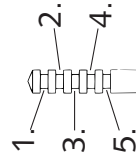
**NICHT FÜR STRASSENBETRIEB**  
Kraftstoff: Euro-Super bleifrei ROZ 95  
NOT FOR HIGHWAY USE  
Fuel: Euro-Super unleaded ROZ 95

# KTM 125 SX EUROPA / USA 2001 KEIHIN PWK 39

VERGASERREGULIERUNG  
CARBURETOR SETTING

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 45 R1468D 2 185	1 3/4 42 R1469D 3 182	2 40 R1469D 2 180	2 1/4 38 R1470D 2 178	2 1/2 38 R1470D 1 175	2 3/4 38 R1470D 1 172
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 48 R1468D 3 188	1 1/2 45 R1468D 2 185	1 3/4 42 R1469D 3 182	2 40 R1469D 2 180	2 1/4 38 R1469D 2 178	2 1/2 38 R1470D 1 175
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 50 R1467D 3 190	1 1/4 48 R1468D 3 188	1 1/2 45 R1468D 2 185	1 3/4 42 R1469D 2 182	2 40 R1469D 2 180	2 1/4 38 R1469D 2 178
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	3/4 52 R1467D 4 192	1 50 R1467D 3 190	1 1/4 48 R1468D 3 188	1 1/2 45 R1468D 3 185	1 3/4 42 R1469D 2 182	2 40 R1469D 2 180
300 m 1000 ft ↑ Meeresniveau Sea level	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1/2 55 R1467D 5 195	3/4 52 R1467D 4 192	1 1/4 48 R1468D 3 188	1 1/2 45 R1468D 3 185	1 1/2 45 R1468D 2 185	1 3/4 42 R1470D 2 182

LSCHR = Luftregulierschraube offen  
LD = Leerlaufdüse  
POS = Clip Position von oben  
HD = Hauptdüse  
Schieber= 5,5



AS = Air screw open from fully-seated  
IJ = Idling jet  
POS = Clip position from top  
MJ = Main jet  
Slide = 5,5

*Air screw open from fully-seated*

## NICHT FÜR STRASSENBETRIEB

Kraftstoff: Euro-Super bleifrei ROZ 95  
NOT FOR HIGHWAY USE

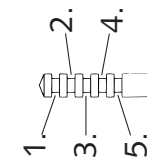
Fuel: Euro-Super unleaded ROZ 95

# VERGASERREGULIERUNG KTM 125 MXC/EXC EUR/USA 2001 KEIHIN PWK 38 AG

## CARBURETOR SETTING

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 48 NOZH 3 175	1 3/4 45 NOZH 3 172	2 42 NOZH 2 170	2 1/4 40 NOZI 1 168	2 1/2 38 NOZI 1 165	2 3/4 38 NOZI 1 165
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 50 NOZG 4 178	1 1/2 48 NOZH 3 175	1 3/4 45 NOZH 3 172	2 42 NOZI 2 170	2 1/4 40 NOZI 1 168	2 1/2 38 NOZI 1 165
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 52 NOZG 4 180	1 1/4 50 NOZG 4 178	1 1/2 48 NOZH 3 175	1 3/4 45 NOZH 2 172	2 42 NOZH 2 170	2 1/4 40 NOZI 1 168
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	3/4 55 NOZG 4 182	1 52 NOZG 4 180	1 1/4 50 NOZH 3 178	1 1/2 48 NOZH 3 175	1 3/4 45 NOZI 2 172	2 42 NOZI 2 170
300 m 1000 ft ↑ Meeresniveau Sea level/	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1/2 55 NOZF 5 185	3/4 52 NOZG 4 182	1 50 NOZH 3 178	1 1/4 50 NOZH 3 175	1 1/2 48 NOZH 3 175	1 3/4 45 NOZI 2 172

LSCHR = Luftregulierschraube offen  
LD = Leerlaufdüse  
POS = Clip Position von oben  
HD = Hauptdüse  
Schieber= 6,5



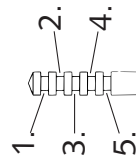
AS = Air screw open from fully-seated  
IJ = Idling jet  
POS = Clip position from top  
MJ = Main jet  
Slide = 6,5

**NICHT FÜR STRASSENBETRIEB**  
Kraftstoff: Euro-Super bleifrei ROZ 95  
NOT FOR HIGHWAY USE  
Fuel: Euro-Super unleaded ROZ 95

# VERGASERREGULIERUNG **KTM 200 MXC/EXC EUR/USA 2001 KEIHN PWK 38 AG** CARBURETOR SETTING

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 3/4 45 NOZH 2 180	1 3/4 45 NOZH 2 178	1 3/4 42 NOZI 2	2 42 NOZI 1 172	2 42 NOZI 1 170	1 3/4 40 NOZI 1 170
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 45 NOZG 3 182	1 3/4 45 NOZH 2 180	1 3/4 45 NOZH 2	1 3/4 42 NOZI 2 175	2 42 NOZI 1 172	2 42 NOZI 1 170
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 48 NOZG 3 182	1 1/4 45 NOZG 3 182	1 1/2 45 NOZH 2 180	1 3/4 45 NOZH 2 178	1 3/4 42 NOZI 2 175	2 42 NOZI 1 172
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 48 NOZF 4 185	1 1/4 48 NOZF 4 182	1 1/4 45 NOZG 3 182	1 1/2 45 NOZG 3 180	1 3/4 45 NOZH 2 178	1 3/4 42 NOZI 2 175
300 m 1000 ft ↑ Meeresniveau Sea level	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 48 NOZF 5 188	1 1/4 48 NOZF 4 185	1 1/2 48 NOZG 3 182	1 1/4 45 NOZG 3 180	1 1/2 45 NOZH 2 180	1 3/4 45 NOZH 2 178

LSCHR = Luftregulierschraube offen  
LD = Leerlaufdüse  
POS = Clip Position von oben  
HD = Hauptdüse  
Schieber= 6,5



AS = Air screw open from fully-seated  
IJ = Idling jet  
POS = Clip position from top  
MJ = Main jet  
Slide = 6,5

## NICHT FÜR STRASSENBETRIEB

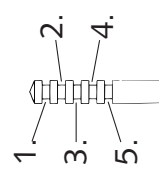
Kraftstoff: Euro-Super bleifrei ROZ 95  
NOT FOR HIGHWAY USE  
Fuel: Euro-Super unleaded ROZ 95



# VERGASERREGULIERUNG / CARBURETOR SETTING **KTM 125 SX EUROPA / USA 2002 KEIHIN PWK 39**

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 45 R1469D 3 185	1 3/4 42 R1470D 3 182	2 40 R1470D 2 180	2 1/4 38 R1470D 2 178	2 1/2 38 R1471D 1 175	2 3/4 38 R1471D 1 172
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 48 R1469D 3 188	1 1/2 45 R1469D 3 185	1 3/4 42 R1470D 3 182	2 40 R1470D 2 180	2 1/4 38 R1470D 2 178	2 1/2 38 R1471D 1 175
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 50 R1468D 3 190	1 1/4 48 R1469D 3 188	1 1/2 45 R1469D 2 185	1 3/4 42 R1470D 2 182	2 40 R1470D 2 180	2 1/4 38 R1470D 2 178
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	3/4 52 R1468D 4 192	1 3/4 50 R1468D 3 190	1 1/4 48 R1469D 3 188	1 1/2 45 R1469D 3 185	1 3/4 42 R1470D 2 180	2 40 R1470D 2 178
300 m 1000 ft ↑ Meeresniveau Sea level/	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1/2 55 R1468D 5 195	3/4 52 R1468D 4 192	1 3/4 50 R1469D 3 188	1 1/2 45 R1469D 3 185	1 1/2 42 R1469D 2 182	1 3/4 40 R1470D 2 180

LSCHR = Luftregulierschraube offen  
LD = Leerlaurdüse  
POS = Clip Position von oben  
HD = Hauptdüse  
Schieber = 5,5  
Zerstäuber= 6 mm



AS = Air screw open from fully-seated  
IJ = Idling jet  
POS = Clip position from top  
MJ = Main jet  
Slide = 5,5  
Atomizer = 6 mm

**NICHT FÜR STRASSEN BETRIEB**  
Kraftstoff: Euro-Super bleifrei ROZ 95  
NOT FOR HIGHWAY USE  
Fuel: Euro-Super unleaded ROZ 95

# VERGASERREGULIERUNG KTM 125 EXC EUR 2002 KEIHIN PWK 38 AG

## CARBURETOR SETTING

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 45 NOZG 3 180	1 3/4 42 NOZG 3 178	2 40 NOZG 2 175	2 1/4 38 NOZH 1 172	2 1/2 35 NOZH 1 170	2 3/4 32 NOZI 1 168
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 48 NOZF 4 182	1 1/2 45 NOZG 3 180	1 3/4 42 NOZG 3 178	2 40 NOZH 2 175	2 1/4 38 NOZH 1 172	2 1/2 35 NOZH 1 170
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 50 NOZF 4 185	1 1/4 48 NOZF 4 182	1 1/2 45 NOZG 3 180	1 3/4 42 NOZG 2 178	2 40 NOZG 2 175	2 1/4 38 NOZH 1 172
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	3/4 52 NOZF 4 188	1 50 NOZF 4 185	1 1/4 48 NOZG 3 182	1 1/2 45 NOZG 3 180	1 3/4 42 NOZG 2 178	2 40 NOZH 2 175
300 m 1000 ft ↑ Meeresniveau Sea level	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1/2 55 NOZE 5 190	3/4 52 NOZF 4 188	1 50 NOZF 4 185	1 1/4 48 NOZG 3 180	1 1/2 45 NOZG 3 180	1 3/4 42 NOZH 2 178

LSCHR = Luftregulierschraube offen

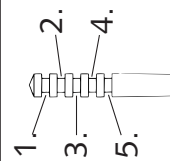
LD = Leerlaufdüse

POS = Clip Position von oben

HD = Hauptdüse

Schieber = 6,5

Zerstäuber= 5 mm



AS = Air screw open from fully-seated

IJ = Idling jet

POS = Clip position from top

MJ = Main jet

Slide = 6,5

Atomizer= 5 mm

### NICHT FÜR STRASSENBETRIEB

Kraftstoff: Euro-Super bleifrei ROZ 95

NOT FOR HIGHWAY USE

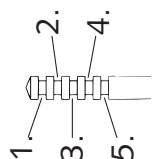
Fuel: Euro-Super unleaded ROZ 95

# VERGASERREGULIERUNG KTM 200 MXC/EXC EUR/USA 2002 KEIHIN PWK 38 AG

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 3/4 45 NOZF 2 178	1 3/4 45 NOZG 2 175	1 3/4 42 NOZH 2 172	2 42 NOZH 1 170	2 42 NOZI 1 168	1 3/4 40 NOZI 1 165
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 45 NOZF 3 180	1 3/4 45 NOZF 2 178	1 3/4 45 NOZG 2 175	1 3/4 42 NOZH 2 172	2 42 NOZH 1 170	2 42 NOZI 1 168
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 48 NOZE 3 182	1 1/4 45 NOZF 3 180	1 1/2 45 NOZF 2 178	1 3/4 45 NOZG 2 175	1 3/4 42 NOZH 2 172	2 42 NOZH 1 170
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 48 NOZD 4 185	1 48 NOZE 4 182	1 1/4 45 NOZF 3 180	1 1/2 45 NOZF 3 178	1 3/4 45 NOZG 2 175	1 3/4 42 NOZH 2 172
300 m 1000 ft ↑ Meeresniveau Sea level	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 50 NOZD 5 188	1 1/4 48 NOZE 4 185	1 1/2 48 NOZF 3 180	1 1/4 45 NOZF 3 178	1 1/2 45 NOZG 2 175	1 3/4 45 NOZG 2 172

LSCHR = Luftregulierschraube offen  
LD = Leerlaufdüse  
POS = Clip Position von oben  
HD = Hauptdüse  
Schieber = 6,5  
Zerstäuber= 5 mm

AS = Air screw open from fully-seated  
IJ = Idling jet  
POS = Clip position from top  
MJ = Main jet  
Slide = 6,5  
Atomizer= 5 mm



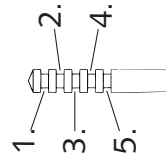
**NICHT FÜR STRASSENBETRIEB**  
Kraftstoff: Euro-Super bleifrei ROZ 95  
NOT FOR HIGHWAY USE  
Fuel: Euro-Super unleaded ROZ 95

# KTM 125 SX EUROPA / USA 2003 KEIHIN PWK 39

VERGASERREGULIERUNG  
CARBURETOR SETTING

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 45 R1469D 2 185	1 3/4 42 R1470D 3 182	2 40 R1470D 2 180	2 1/4 38 R1470D 2 178	2 1/2 38 R1471D 1 175	2 3/4 38 R1471D 1 172
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 48 R1469D 3 188	1 1/2 45 R1469D 2 185	1 3/4 42 R1470D 3 182	2 40 R1470D 2 180	2 1/4 38 R1470D 2 178	2 1/2 38 R1471D 1 175
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 50 R1468D 3 190	1 1/4 48 R1469D 3 188	1 1/2 45 R1469D 2 185	1 3/4 42 R1470D 2 182	2 40 R1470D 2 180	2 1/4 38 R1470D 2 178
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	3/4 52 R1468D 4 192	1 50 R1468D 3 190	1 1/4 48 R1469D 3 188	1 1/2 45 R1469D 3 185	1 3/4 42 R1470D 2 182	2 40 R1470D 2 180
300 m 1000 ft ↑ Meeresniveau Sea level	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1/2 55 R1468D 5 195	3/4 52 R1468D 4 192	1 50 R1469D 3 188	1 1/4 48 R1469D 3 185	1 1/2 45 R141469D 2 185	1 3/4 42 R1470D 2 182

LSCHR = Luftregulierschraube offen  
LD = Leerlaufdüse  
POS = Clip Position von oben  
HD = Hauptdüse  
Schieber= 5,5  
Zerstäuber= 6 mm



AS = Air screw open from fully-seated

IJ = Idling jet

POS = Clip position from top

MJ = Main jet

Slide = 5,5

Atomizer = 6 mm

**NICHT FÜR STRASSENBETRIEB**

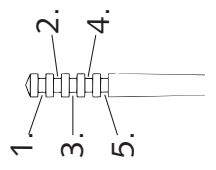
Kraftstoff: Euro-Super bleifrei ROZ 95

NOT FOR HIGHWAY USE

Fuel: Euro-Super unleaded ROZ 95

# VERGASERREGULIERUNG KTM 125 EXC EUR 2003 KEIHIN PWK 38 AG CARBURETOR SETTING

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 45 NOZE 3 180	1 3/4 42 NOZE 3 178	2 40 NOZE 2 175	2 1/4 38 NOZF 1 172	2 1/2 35 NOZF 1 170	2 3/4 32 NOZG 1 168
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 48 NOZD 4 182	1 1/2 45 NOZE 3 180	1 3/4 42 NOZE 3 178	2 40 NOZF 2 175	2 1/4 38 NOZF 1 172	2 1/2 35 NOZF 1 170
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 50 NOZD 4 185	1 1/4 48 NOZD 4 182	1 1/2 45 NOZE 3 180	1 3/4 42 NOZE 2 178	2 40 NOZE 2 175	2 1/4 38 NOZF 1 172
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	3/4 52 NOZD 4 188	1 50 NOZD 4 185	1 1/4 48 NOZE 3 182	1 1/2 45 NOZE 3 180	1 3/4 42 NOZE 2 178	2 40 NOZF 2 175
300 m 1000 ft ↑ Meeresniveau Sea level/	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1/2 55 NOZC 5 190	3/4 52 NOZD 4 188	1 50 NOZD 4 185	1 1/4 48 NOZE 3 182	1 1/2 45 NOZE 2 178	1 3/4 42 NOZF 2 175



LSCHR = Luftregulierschraube offen  
 LD = Leerlaufdüse  
 POS = Clip Position von oben  
 HD = Hauptdüse  
 Schieber= 6,5  
 Zerstäuber= 5 mm

AS = Air screw open from fully-seated  
 IJ = Idling jet  
 POS = Clip position from top  
 MJ = Main jet  
 Slide = 6,5  
 Atomizer= 5 mm

**NICHT FÜR STRASSEN BETRIEB**  
 Kraftstoff: Euro-Super bleifrei ROZ 95  
 NOT FOR HIGHWAY USE  
 Fuel: Euro-Super unleaded ROZ 95

# VERGASERREGULIERUNG **KTM 200 SX EUROPA / USA 2003 KEIHIN PWK 39 AG** CARBURETOR SETTING

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 48 R1468G 2 190	1 3/4 45 R1469G 3 188	2 42 R1469G 2 185	2 1/4 40 R1469G 2 182	2 1/2 40 R1470G 1 180	2 3/4 38 R1470G 1 178
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 50 R1468G 3 192	1 1/2 48 R1468G 2 190	1 3/4 45 R1469G 3 188	2 42 R1469G 2 185	2 1/4 40 R1469G 2 182	2 1/2 38 R1470G 1 180
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 52 R1467G 3 195	1 1/4 50 R1468G 3 192	1 1/2 48 R1468G 2 190	1 3/4 45 R1469G 2 188	2 42 R1469G 2 185	2 1/4 4 1469G 2 182
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	3/4 55 R1467G 4 198	1 52 R1467G 3 195	1 1/4 50 R1468G 3 192	1 1/2 48 R1468G 3 190	1 3/4 45 R1469G 2 188	2 42 R1469G 2 185
300 m 1000 ft ↑ Meeresniveau Sea level	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1/2 58 R1466G 5 200	3/4 55 R1467G 4 198	1 52 R1468G 3 195	1 1/4 50 R1468G 3 192	1 1/2 48 R1468G 2 190	1 3/4 45 R1469G 2 188

LSCHR = Luftregulierschraube offen

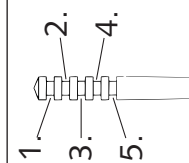
LD = Leerlaufdüse

POS = Clip Position von oben

HD = Hauptdüse

Schieber= 5,5

Zerstäuber= 6 mm



AS = Air screw open from fully-seated

IJ = Idling jet

POS = Clip position from top

MJ = Main jet

Slide = 5,5

Atomizer= 6 mm

**NICHT FÜR STRASSENBETRIEB**

Kraftstoff: Euro-Super bleifrei ROZ 95

NOT FOR HIGHWAY USE

Fuel: Euro-Super unleaded ROZ 95

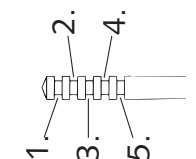
# VERGASERREGULIERUNG KTM 200 MXC/EXC EUR/USA 2003 KEIHIN PWK 38 AG

## CARBURETOR SETTING

MEERESHÖHE ALTITUDE	TEMPERATUR →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 38°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 3/4 45 NOZE 2 178	1 3/4 45 NOZF 2 175	1 3/4 42 NOZG 2 172	2 42 NOZG 1 170	2 42 NOZH 1 168	1 3/4 40 NOZH 1 165
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 45 NOZE 3 180	1 3/4 45 NOZE 2 178	1 3/4 45 NOZF 2 175	1 3/4 42 NOZG 2 172	2 42 NOZG 1 170	2 42 NOZH 1 168
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/2 48 NOZD 3 182	1 1/4 45 NOZE 3 180	1 1/2 45 NOZE 2 178	1 3/4 45 NOZF 2 175	1 3/4 42 NOZG 2 172	2 42 NOZG 1 170
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 1/4 48 NOZD 4 185	1 48 NOZD 4 182	1 1/4 45 NOZE 3 180	1 1/2 45 NOZE 3 178	1 3/4 45 NOZF 2 175	1 3/4 42 NOZG 2 172
300 m 1000 ft ↑ Meeresniveau Sea level	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ	1 50 NOZC 5 188	1 1/4 48 NOZD 4 185	1 1/2 48 NOZE 3 180	1 1/4 45 NOZE 3 178	1 1/2 45 NOZF 2 175	1 3/4 45 NOZG 2 172

LSCHR = Luftregulierschraube offen  
LD = Leerlaufdüse  
POS = Clip Position von oben  
HD = Hauptdüse  
Schieber= 6,5  
Zerstäuber= 5 mm

AS = Air screw open from fully-seated  
IJ = Idling jet  
POS = Clip position from top  
MJ = Main jet  
Slide = 6,5  
Atomizer= 5 mm



**NICHT FÜR STRASSENBETRIEB**  
Kraftstoff: Euro-Super bleifrei ROZ 95  
NOT FOR HIGHWAY USE  
Fuel: Euro-Super unleaded ROZ 95






# LUBRICATION AND MAINTENANCE SCHEDULE 10

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PERIODIC LUBRICATION AND MAINTENANCE SCHEDULE	KTM rider		KTM dealer			
	before each start	after washing	1st service after 1000 km (600 miles) or 10 hours	after 2000 km (1250 miles) or 20 hours	after 4000 km (2500 miles) or once a year	at least once a year
125-200 6.98						
						
<b>AT A REGULAR COMPETITION USE OF THE BIKE, THE 4000 KM (2500 MILES) SERVICE IS TO BE DONE AFTER EVERY RACE</b>						
Check transmission oil level	•					
Change transmission oil			•		•	•
Check spark plug and electrode gap				•	•	•
Change spark plug					•	
Functional testing of the exhaust control system						•
Check intake manifold for leaks and cracks	•				•	
Drain and clean carburetor float chamber		•			•	
Adjust idling			•		•	
Check breather hoses of engine case and gas tank for correct position without buckles			•			
Clean and check airfilter element, box and carburetor connection boot		•			•	•
Check chain, sprockets, guides and chain wear	•		•		•	
Clean and lubricate chain	•				•	
Check chain tension	•		•		•	
Check coolant level	•		•		•	
Check quality of antifreeze						•
Check cooling system for leaks - visual inspection	•		•		•	
Check exhaust system for cracks and leaks					•	
Replace glass fiber yarn of silencer					•	
Check of the exhaust suspension system					•	
Check brake fluid level front and rear	•		•		•	
Change brake fluid						•
Check thickness of disc brake pads	•				•	
Check brake discs					•	
Inspect condition and installation of front and rear brake hoses	•		•		•	
Check free travel and free movability of hand brake lever and foot brake lever	•		•		•	
Check the oil level in the master cylinder of the hydraulic clutch				•	•	
Change the oil of the hydraulic clutch						•
Check telescopic fork action	•				•	
Check telescopic fork for leaks					•	
Push up the protective bellows and remove the dirt; the drain holes must be free of obstructions (Marzocchi fork)		•	•	•	•	
Clean the dust scrubbers of the telescopic fork (WP Extreme fork)		•		•	•	
Undo the bleeder screws at the fork legs					•	
Change oil of telescopic fork						•
Service telescopic fork completely						•
Check steering head bearing free play			•		•	
Clean and regrease steering head bearing					•	•
Check setting and damping of shock absorber	•				•	
Service shock absorber completely						•
Grease swingarm needle bearings (don't grease the pivot bearing for the shock absorber)						•
Check for even spoke tension and rim alignment	•		•		•	
Check wheel bearings	•				•	
Check tires for cuts and air pressure	•				•	
Check cables for damage and free movement	•				•	
Adjust and oil control cables		•	•		•	
Check electrical system	•		•		•	
Check battery holder and connections (CH, Singapore)					•	
Check adjustment of headlight					•	
Apply contact spray to light switches, flasher switches and ignition lock		•			•	
Check all bolts, nuts, bolts and clamps for proper tightness	•		•		•	
Clean and lubricate control lever pivot points		•	•	•	•	



# PERIODIC MAINTENANCE SCHEDULE 2001/02

125/200 SX/MXC/EXC

A washed motorcycle can be checked more quickly which saves money!		1. service after 10 hours or 1000 kilometer	after 20 hours or 2000 kilometer	after 4000 kilometer or once a year
ENGINE	Check gear box oil level		●	
	Change gear box oil	●		●
	Check spark plugs, adjust distance between electrodes	●	●	
	Renew spark plugs			●
CARBURETOR	Check the carburettor connection boot for cracks and leaks			●
	Check idle speed setting	●		●
	Check that vent hoses are not damaged or bent	●		●
ADD-ON-PARTS	Check cooling system for leaks, check quantity of anti freeze	●		●
	Check exhaust system for leaks and fitment			●
	Check cables for damage, smooth operation, bends; adjust and lubricate	●		●
	Check oil level of the clutch master cylinder	●	●	●
	Clean air filter and filter box			●
	Check electric wires for damage and bends			●
	Check headlamp setting			●
	Check function of electric systems (low-, high beam, brake light, indicator, indicator lamps, speedometer illumination, horn, emergency OFF switch or button)	●		●
	BRAKES	Check brake fluid level, lining thickness, brake lining	●	
Check brake lines for damage and leaks		●		●
Check/adjust smooth operation and free travel of handbrake/foot brake lever		●		●
Check tightness of brake system bolts		●		●
CHASSIS	Check shock absorber and fork for leaks and function	●		●
	Clean dust bellows			●
	Bleed fork legs			●
	Check swing arm bearings			●
	Check/adjust steering head bearings	●		●
Check tightness of all chassis bolts (triple clamps, fork leg axle passage axle nuts and bolts, swing arm bearings, shock absorber)	●		●	
WHEELS	Check spoke tension and rim join			●
	Check tyres and air pressure	●		●
	Check chain, rear sprockets and chain guides for wear, fitment and tension	●		●
	Lubricate chain	●		●
	Check clearance of wheel bearings	●		●

## IMPORTANT RECOMMENDED MAINTENANCE WORK THAT CAN BE CARRIED OUT BY EXTRA ORDER

	at least once a year	every 2 years or 20000 km
Check function of exhaust control	●	
Complete maintenance of shock absorber	●	
Complete maintenance of fork		●
Clean and grease steering head bearings and gasket elements	●	
Clean and adjust carburetor	●	
Replace glass fibre yarn filling of the exhaust main silencer	●	
Treat electric contacts and switches with contact grease	●	
Change hydraulic clutch fluid	●	
Change brake fluid	●	

**IF MOTORCYCLE IS USED FOR COMPETITION 4000KM SERVICE SHOULD BE CARRIED OUT AFTER EVERY RACE!  
SERVICE INTERVALLS SHOULD NEVER BE EXCEED BY MORE THAN 5 HOURS OR 500 KM!  
MAINTENANCE WORK DONE BY KTM AUTHORISED WORKSHOPS IS NOT A SUBSTITUTE OF CARE AND CHECKS DONE BY THE RIDER!**

**IMPORTANT CHECKS AND MAINTENANCE TO BE CARRIED OUT BY THE RIDER**

	Before each start	After every cleaning	For cross-country use	Once a year
Check gear box oil level	●			
Check brake fluid level	●			
Check brake pads for wear	●			
Check lights for function	●			
Check horn for function	●			
Lubricate and adjust cables and nipples		●		
Bleed fork legs regulary			●	
Remove and clean dust bellows regulary			●	
Clean and lubricate chain, check tension and adjust if necessary		●	●	
Clean air filter and filter box			●	
Check tires for pressure and wear	●			
Check cooling liquid level	●			
Check fuel lines for leaks	●			
Empty and clean float chamber		●		
Check all control elements for smooth operation	●			
Check brake performance	●	●		
Treat blank metal parts (with the exception of brake and exhaust systems) with wax-based anti corrosion agent		●		
Treat ignition and steering locks and light switches with contact spray		●		
Check tightness of bolts, nuts and hose clamps regular				●



## PERIODIC MAINTENANCE SCHEDULE

125 EXE  
125 SUPERMOTO

A washed motorcycle can be checked more quickly which saves money!		1. Service after 1000 km	2. Service after 4000 km	every 4000 km or once a year
ENGINE	Check oil level in oil tank and verify kink-less arrangement of bleeder hose		●	● ●
	Change transmission oil	●	●	●
	Check spark plug, set electrode gap, replace plug if necessary		●	
CARBURETOR	Check carburetor connection boots for cracks and leaks		●	●
	Check idle setting and emission values	●	●	●
	Check bleeder hoses for damage and kink-free arrangement	●	●	●
ADD-ON-PARTS	Check cooling system for leaks, antifreeze protection	●	●	●
	Check exhaust system for leaks and suspension		●	●
	Check actuating cables for damage, smooth operation, and kink-less arrangement, and adjust and lubricate	●	●	●
	Check oil level in master cylinder of hydraulic clutch	●	●	●
	Clean air filter and air filter box		●	●
	Check cables for damage and kink-less arrangement		●	●
	Check headlamp adjustment		●	●
	Check electrical system for proper operation (low/high beams, stop light, turn indicators, tell-tale lamps, speedometer illumination, horn, battery holder, and connections)	●	●	●
	Check brake fluid level, lining thickness, and brake discs		●	● ●
	Check brake lines for damage and leaks	●	●	●
BRAKES	Check/adjust smooth operation, free travel of handbrake/footbrake levers		●	● ●
	Check bolts of brake system for tight fit	●	●	●
	Check suspension strut and fork for leaks and proper function	●	●	●
	Clean dust sleeves		●	●
CHASSIS	Bleed fork legs		●	●
	Check swinging-fork pivot		●	●
	Check/adjust steering-head bearing	●	●	●
	Check all chassis bolts for tight fit (fork plates, fork leg, axle nuts/bolts, swinging-fork pivot, suspension strut)	●	●	●
	Check spoke tension and rim join		●	●
WHEELS	Check tire condition and inflation pressure	●	●	●
	Check chain, chain wheels, chain wheel guides for wear, tight fit, and tension	●	●	●
	Lubricate chain	●	●	●
	Check wheel bearings for play	●	●	●

### IMPORTANT RECOMMENDED MAINTENANCE PROCEDURES TO BE PERFORMED BASED ON A SEPARATE SUPPLEMENTARY ORDER

	at least once a year	every 2 year or 20000 km
Verify proper function of exhaust control	●	
Perform complete fork maintenance		●
Perform complete suspension strut maintenance		●
Clean and lubricate the steering-head bearing and sealing elements	●	
Clean and adjust the carburetor	●	
Replace the glass-fiber yarn packing of the main silencer		●
Treat the electrical contacts and switches with contact spray	●	
Replace the oil of the hydraulic clutch	●	
Replace the brake fluid	●	

**SERVICE INTERVALLS SHOULD NEVER BE EXCEED BY MORE THAN 500 KM!**  
MAINTENANCE WORK DONE BY KTM AUTHORISED WORKSHOPS IS NOT A SUBSTITUTE OF CARE AND CHECKS DONE BY THE RIDER!

**IMPORTANT CHECKS AND MAINTENANCE TO BE CARRIED OUT BY THE RIDER**

	Before each start	After every cleaning	For cross-country use	Once a year
Check oil level in oil tank and bleeder hose for its kink-less arrangement	●			
Check transmission oil level	●			
Check brake fluid level	●			
Check brake pads for wear	●			
Check lighting system for proper operation	●			
Check horn for proper operation	●			
Lubricate and adjust actuating cables and nipples		●		
Bleed fork legs in regular intervals			●	
Remove and clean dust sleeves in regular intervals			●	
Clean and lubricate chain, check tension and readjust it if necessary		●	●	
Clean air filter and filter box			●	
Check tire inflation pressure and wear	●			
Check coolant level	●			
Check fuel lines for leaks	●			
Drain and clean float chamber		●		
Verify smooth operation of all controls	●			
Check brake performance	●	●		
Treat exposed metal components (except for brake and exhaust systems) with wax-based anti-corrosion agents		●		
Treat ignition/steering lock and light switch with contact spray		●		
Check all bolts, nuts, and hose clamps for their tight fit in regular intervals				●



# PERIODIC MAINTENANCE SCHEDULE 2003

125/200 SX/MXC/EXC

A clean motorcycle can be checked more quickly which saves money!		1st service after 10 hours or 1000 kilometers	after 20 hours or 2000 kilometers	after 4000 kilometer or once a year
ENGINE	Check gear box oil level		●	
	Change gear box oil	●		●
	Check spark plugs, adjust distance between electrodes	●	●	
	Renew spark plugs			●
CARBURETOR	Check the carburetor connection boot for cracks and leaks			●
	Check idle speed setting	●		●
	Check that vent hoses are not damaged or bent	●		●
ADD-ON-PARTS	Check cooling system for leaks, check quantity of antifreeze	●		●
	Check exhaust system for leaks and fitment			●
	Check cables for damage, smooth operation, bends; adjust and lubricate	●		●
	Check oil level of the clutch master cylinder	●	●	●
	Clean air filter and filter box			●
	Check electric wires for damage and bends			●
	Check headlamp setting			●
	Check function of electric systems (low beam, high beam, brake light, indicator, indicator lamps, speedometer illumination, horn, emergency OFF switch or button)	●		●
BRAKES	Check brake fluid level, lining thickness, brake lining	●		●
	Check brake lines for damage and leaks	●		●
	Check/adjust smooth operation and free travel of handbrake/foot brake lever	●		●
	Check tightness of brake system bolts	●		●
CHASSIS	Check shock absorber and fork for leaks and function	●		●
	Clean dust bellows			●
	Bleed fork legs			●
	Check swing arm bearings			●
	Check/adjust steering head bearings	●		●
Check tightness of all chassis bolts (triple clamps, fork leg axle passage axle nuts and bolts, swing arm bearings, shock absorber)	●		●	
WHEELS	Check spoke tension and rim joint			●
	Check tires and air pressure	●		●
	Check chain, rear sprockets and chain guides for wear, fitment and tension	●		●
	Lubricate chain	●		●
	Check clearance of wheel bearings	●		●

## IMPORTANT RECOMMENDED MAINTENANCE WORK THAT CAN BE CARRIED OUT BY EXTRA ORDER

	at least once a year	every 2 years or 20000 km
Check function of exhaust control	●	
Complete maintenance of shock absorber	●	
Complete maintenance of fork		●
Clean and grease steering head bearings and gasket elements	●	
Clean and adjust carburetor	●	
Replace glass fibre- yarn filling of the exhaust main silencer	●	
Treat electric contacts and switches with contact grease	●	
Change hydraulic clutch fluid	●	
Change brake fluid	●	

**IF MOTORCYCLE IS USED FOR COMPETITION 4000KM SERVICE SHOULD BE CARRIED OUT AFTER EVERY RACE!  
SERVICE INTERVALS SHOULD NEVER BE EXCEEDED BY MORE THAN 5 HOURS OR 500 KM!  
MAINTENANCE WORK DONE BY KTM AUTHORISED WORKSHOPS IS NOT A SUBSTITUTE FOR CARE AND CHECKS DONE BY THE RIDER!**



**IMPORTANT CHECKS AND MAINTENANCE TO BE CARRIED OUT BY THE RIDER**

	Before each start	After every cleaning	For cross-country use	Once a year
Check gear box oil level	●			
Check brake fluid level	●			
Check brake pads for wear	●			
Check lights for function	●			
Check horn for function	●			
Lubricate and adjust cables and nipples		●		
Bleed fork legs regularly			●	
Remove and clean dust bellows regularly			●	
Clean and lubricate chain, check tension and adjust if necessary		●	●	
Clean air filter and filter box			●	
Check tires for pressure and wear	●			
Check cooling liquid level	●			
Check fuel lines for leaks	●			
Empty and clean float chamber		●		
Check all control elements for smooth operation	●			
Check brake performance	●	●		
Treat blank metal parts (with the exception of brake and exhaust systems) with wax-based anti corrosion agent		●		
Treat ignition and steering locks and light switches with contact spray		●		
Check tightness of bolts, nuts and hose clamps regularly				●

**RECOMMENDED INSPECTION OF THE 125/200 SX, MXC AND EXC ENGINE  
USED FOR ENDURO COMPETITIONS BY THE KTM WORKSHOP  
(ADDITIONAL ORDER FOR THE KTM WORKSHOP)**

	30 hours	45 hours	60 hours	90 hours	120 hours	135 hours
Check the reed-type intake valve for wear	●	●	●	●	●	●
Check the clutch shoes for wear	●	●	●	●	●	●
Check the length of the clutch springs	●	●	●	●	●	●
Check the cylinder and piston for wear	●	●	●	●	●	●
Check the exhaust control for proper functioning and smooth running	●	●	●	●	●	●
Check the eccentricity of the crankshaft journal	●	●	●	●	●	●
Check the radial clearance of the conrod bearings	●		●		●	
Check the radial clearance of the piston pin main bearing	●		●		●	
Check the crankshaft main bearing for wear	●		●		●	
Replace the crankshaft bearings and conrod bearings		●		●		●
Check the entire transmission including roller and bearings for wear		●		●		●

**RECOMMENDED INSPECTION OF THE 125/200 SX, MXC AND EXC ENGINE  
USED FOR HOBBY- ENDURO BY THE KTM WORKSHOP  
(ADDITIONAL ORDER FOR THE KTM WORKSHOP)**

	60 hours	90 hours	120 hours	180 hours	240 hours	270 hours
Check the reed-type intake valve for wear	●	●	●	●	●	●
Check the clutch shoes for wear	●	●	●	●	●	●
Check the length of the clutch springs	●	●	●	●	●	●
Check the cylinder and piston for wear	●	●	●	●	●	●
Check the exhaust control for proper functioning and smooth running	●	●	●	●	●	●
Check the eccentricity of the crankshaft journal	●	●	●	●	●	●
Check the radial clearance of the conrod bearings	●		●		●	
Check the radial clearance of the piston pin main bearing	●		●		●	
Check the crankshaft main bearing for wear	●		●		●	
Replace the crankshaft bearings and conrod bearings		●		●		●
Check the entire transmission including roller and bearings for wear		●		●		●

NOTE: IF THE INSPECTION ESTABLISHES THAT PERMISSIBLE TOLERANCES ARE EXCEEDED, THE RESPECTIVE COMPONENTS MUST BE REPLACED.

# WIRING DIAGRAMS

# 11

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Model 11

125 / 200 EXC '99

Kabelstrangnummer  
vorne 503 11 075 500  
hinten 503 11 076 000

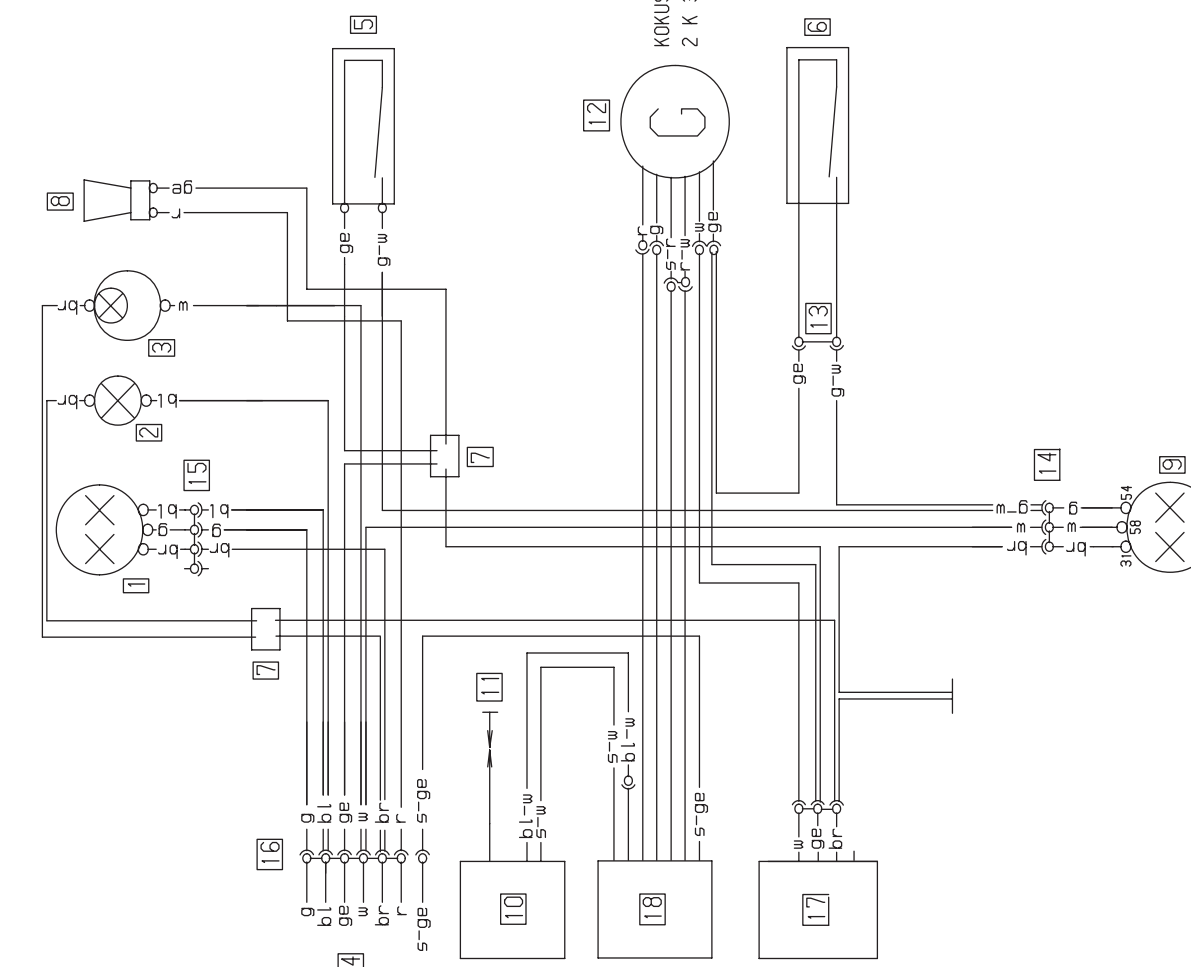
Land  
**Europa**

Datum, Name  
22.06.98 KE

Zeichnungsnr.  
2520XC99

Änderungsstand

Kabelstrangbezeichnung  
vo 125/200 EXC '99  
hi 125-380 EXC '98



Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 fano	1 phare
2 Fernlichtkontrolle	2 high beam control	2 spia abbagliante	2 témoin feu route
3 Tachometerleuchtung	3 tachometer light	3 luz del tacómetro	3 éclair comp vitesse
4 zum Kombischalter	4 to combinat switch	4 multi-comando	4 comando
5 Bremslichtsch. v	5 stoplight switch f	5 int luce arresto ant	5 contact de stop av
6 Bremslichtsch. h	6 stoplight switch r	6 int luce arresto post	6 contact de stop der
7 Parallelverbinder	7 parallel connector	7 parallelo composto	7 parallele connecteur
8 Schnarre	8 horn	8 clacson	8 klaxon
9 Brems-Schlußlicht	9 rear-stoplight	9 fanal post di freno	9 feu arr et de stop
10 Zündspule	10 ignition coil	10 bobina d'accens	10 bobine d'allumage
11 Zündkerze	11 spark plug	11 candela	11 bougie
12 Generator	12 generator	12 dinamo	12 générateur
13 2-pol Stecker	13 multip. cont. plug (2)	13 connettore a 2 poli.	13 connect multiple (2)
14 3-pol Stecker	14 multip. cont. plug (3)	14 connettore a 3 poli.	14 connect multiple (3)
15 4-pol Stecker	15 multip. cont. plug (4)	15 connettore a 4 poli.	15 connect multiple (4)
16 6-pol Stecker	16 multip. cont. plug (6)	16 connettore a 6 poli.	16 connect multiple (6)
17 Spannungsregler	17 voltage limiter	17 regol di tens	17 régulateur
18 CDI-Einheit	18 CDI-unit	18 CDI-seatola	18 boîtier CDI
br braun	br brown	br marrone	br brun
ge gelb	ge yellow	ge giallo	ge jaune
gr grau	gr grey	gr grigio	gr gris
g grün	g green	g verde	g vert
o orange	o orange	o arancione	o orange
r rot	r red	r rosso	r rouge
s schwarz	s black	s nero	s noir
v violett	v violet	v violetto	v violet
w weiß	w white	w bianco	w blanc

**Spannisch**

1 fano  
2 control luces largas  
3 luz tacómetro  
4 llave combinada  
5 interr. luces de freno del  
6 interr. luces de freno tras  
7 conector paralelo  
8 claxon  
9 luz freno tras  
10 bobina de encendido  
11 bujía  
12 generador  
13 conector multiple (2)  
14 conector multiple (3)  
15 conector multiple (4)  
16 conector multiple (6)  
17 regulador de tension  
18 unidad cdi  
br azul  
br marron  
ge amarillo  
gr gris  
g verde  
o naranja  
r rojo  
s negro  
w blanco

**Kontaktbelegung -  
Lichtschialter (Typ CEV 9610)**

	g	bl	ge	w	ge	r	br
LICHT					/s		
Abblendl.							
Fernlicht							
HUPE							
ZÜNDUNG AUS							
	5	2	1	3	6	4	



KTM 125/200 EGS 1999

Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 faro	1 phare
2 Standlicht	2 parking light	2 luce di posizione	2 feu de position
3 Blinker li vo	3 turn indic left fr	3 lampegg ant sn	3 clignoteur av gauche
4 Blinker re vo	4 turn indic right fr	4 lampegg ant dx	4 clignoteur av droit
5 Tachobeleuchtung	5 speedometer light	5 luce di tachimetro	5 éclair comp vitesse
6 Fernlichtkontrolle	6 high beam indicator	6 spia abbagliante	6 témoin feu route
7 Blinkerkontrolle	7 turn indicator	7 spia lampeggiatori	7 témoin de clignoteur
8 4-pol Stecker	8 multip cont plug (4)	8 connettore a 4 poli	8 connect multiple (4)
9 Zündschloß	9 ignition lock	9 accensione	9 contact d'allum
10 zum Kombischalter	10 to combinat switch	10 multicomando	10 comodo
11 Bremslichtsch vo	11 stoplight switch f	11 int luce arresto ant	11 contact de stop av
12 Bremslichtsch hi	12 stoplight switch r	12 int luce arresto post	12 contact Harr de stop
13 Horn	13 horn	13 clacson	13 klaxon
14 Blinkgeber	14 turn indicator	14 trasmett di lampeg	14 centrale clignot
15 CDI-Einheit	15 CDI-unit	15 CDI-seatola	15 boitier CDI
16 Zündkerze	16 spark plug	16 candela	16 bougie
17 Zündspule	17 ignition coil	17 bobina d'accens	17 bobine d'allumage
18 Generator	18 generator	18 dinamo	18 generateur
19 Kondensator	19 capacitor	19 condensatore	19 condensateur
20 Spannungsregler	20 voltage regulator	20 regol di tens	20 regulateur
21 Batterie 1 2Ah	21 battery 1 2Ah	21 batteria 1 2Ah	21 batterie 1 2Ah
22 Stecksicherung 10A	22 fuse 10A	22 fusibile 10A	22 fusible 10A
23 6-pol Stecker	23 multip cont plug (9)	23 connettore a 9 poli	23 connect multiple (9)
24 Blinker li hi	24 blinker left rear	24 lampegg post sn	24 clign arr gauche
25 Blinker re hi	25 blinker right rear	25 lampegg post dx	25 clign arr droite
26 Brems-Schlußlicht	26 rear-stoplight	26 fanal post di freno	26 feu arr et de stop
27 Blinkerschalter	27 blink switch	27 int lampeggiatori	27 contact d clignoteur
28 Parallelverbinder	28 parallel connector	28 parallelo composto	28 parallele connecteur
29 3-pol Stecker	29 multip cont plug (3)	29 connettore a 3 poli	29 connect multiple (9)

Art No 3.206.005 -E

Deutsch	Englisch	Italienisch	Französisch	Spanisch
bl blau	bl blue	bl blu	bl bleu	bl azul
br braun	br brown	br marrone	br brun	br marron
ge gelb	ge yellow	ge giallo	ge jaune	ge amarillo
gr grau	gr grey	gr grigio	gr gris	gr gris
g grün	g green	g verde	g vert	g verde
o orange	o orange	o arancione	o orange	o naranja
r rot	r red	r rosso	r rouge	r rojo
s schwarz	s black	s nero	s noir	s negro
v violett	v violet	v violetto	v violet	v violeta
w weiß	w white	w bianco	w blanc	w blanco

Spanisch
1 faro
2 luz de posicion
3 interm izquierdo delantero
4 intermitente derecho delantero
5 luz tacometro
6 lampara aviso luces largas
7 lampara aviso intermitentes
8 conector multiple (4)
9 llave de contacto
10 interruptor combinado
11 interr luz de freno del
12 interr luz de fren tras
13 claxon
14 conjunto del intermintente
15 unidad cdi
16 bujia
17 bobina de encendido
18 generador
19 condensador
20 regulador de tension
21 bateria 12V 1 2Ah
22 fusible principal 10A
23 conector multiple (4)
24 intermitente izquierdo trasero
25 intermitente derecho trasero
26 luz de freno trasero
27 interuptor clignoteur
28 parallele connecteur
29 conector multiple (3)

Kontaktbelegung  
Zündschloß (Typ CEV 7-pol )

	1	2	3	4	5	6	7
PARK	•		•	•		•	
AUS			•	•			
EIN	•	•			•	•	
EIN	•	•	•	•	•	•	•

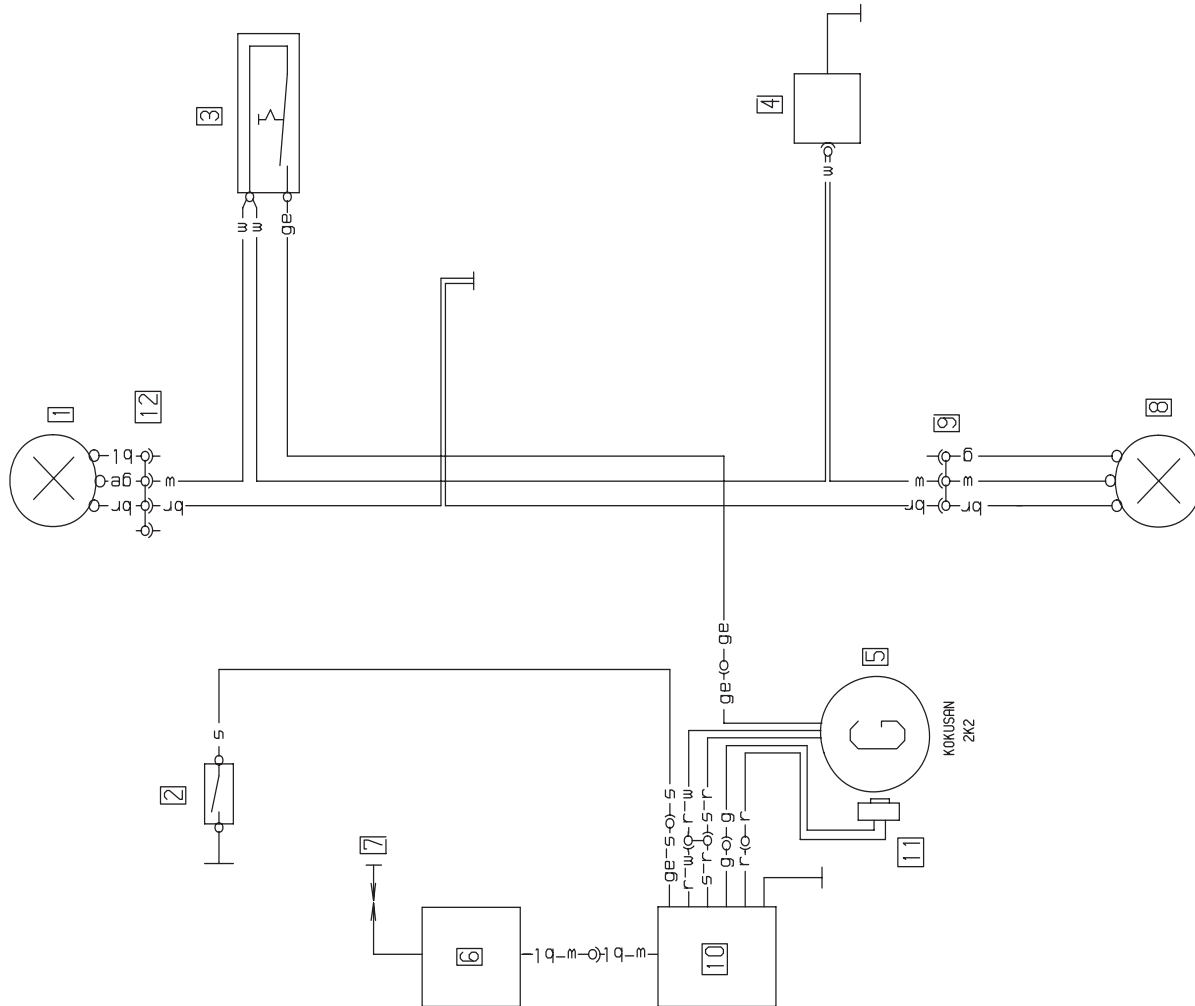
Blinkerschalter

	s	o	v
←	•		
→		•	
↔	•	•	

Kontaktbelegung -  
Lichtschalter (Typ CEV 9610)

	g	bl	ge	w	ge /s	r	br
LICHT	•						
Ablendl	•	•	•				
Fernlicht		•	•	•			
HUPE						•	•
ZUNDUNG AUS					•	•	
	5	2	1	3	6	4	

Repair manual KTM 125 / 200

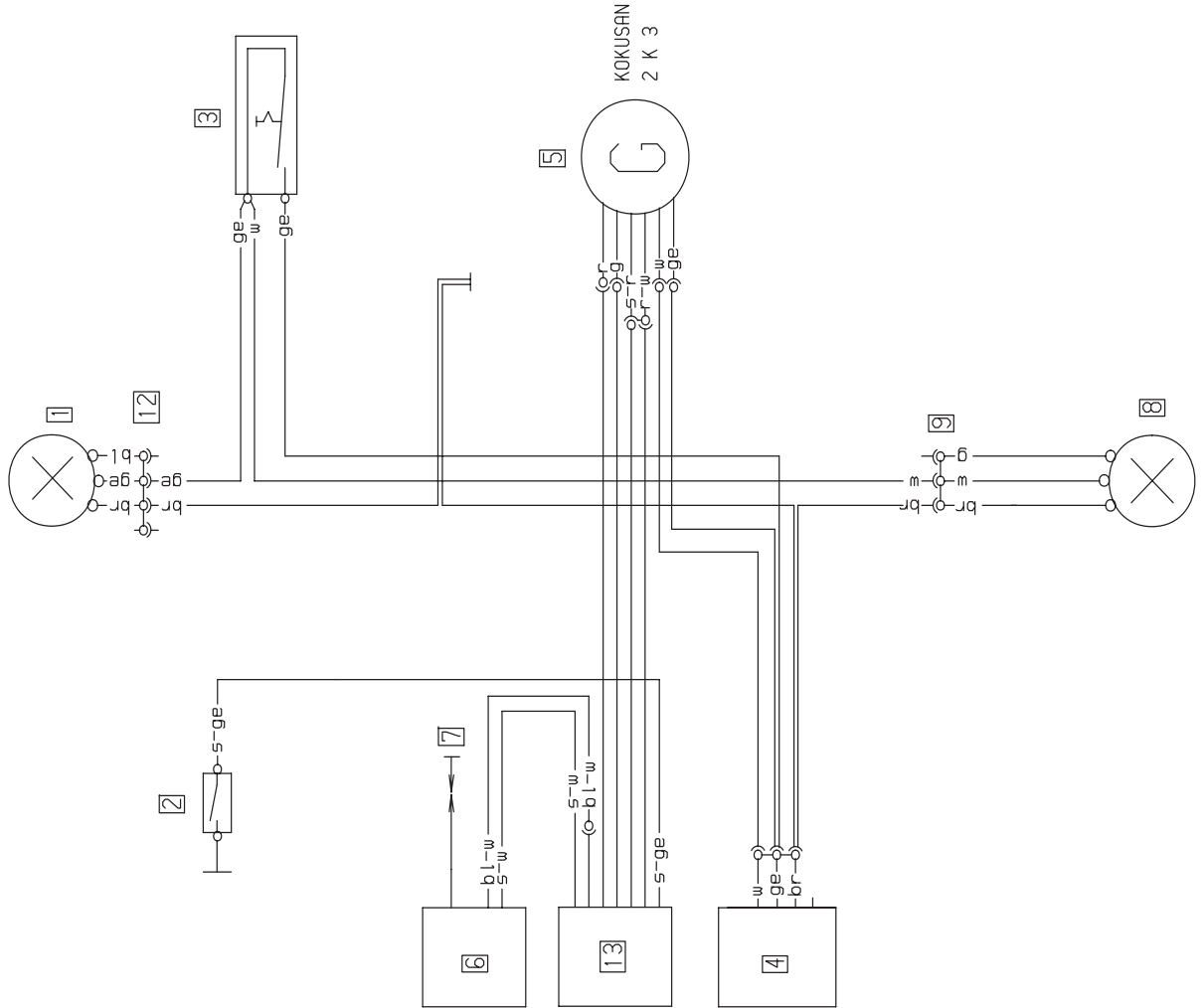


Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 fano	1 phare
2 Kurzschlußlöster	2 short-circuit button	2 interr cortocircuito	2 bouton d'arret
3 Lichtschalter	3 light switch	3 interr della luce	3 interr d'eclairage
4 Spannungsbegrenzer	4 voltage limiter	4 regol di tens	4 regulateur
5 Generator	5 generator	5 dinamo	5 generateur
6 Zündspule	6 ignition coil	6 bobina d'accens	6 bobine d'allumage
7 Zündkerze	7 spark plug	7 candela	7 bougie
8 Schlußlicht	8 rearlight	8 fanale posteriore	8 feu arriere
9 3-pol Stecker	9 multip cont plug (3)	9 connettore a 3 poli	9 connect multiple (3)
10 CDI-Einheit	10 CDI-unit	10 CDI-seatola	10 CDI-unite
11 Impulsgeber	11 pulser coil	11 distributore	11 generateur d'impuls
12 4-pol Stecker	12 multip cont plug (4)	12 connettore a 4 poli	12 connect multiple (4)
bl blau	bl blue	bl blu	bl bleu
br braun	br brown	br marrone	br brun
ge gelb	ge yellow	ge giallo	ge jaune
gr grau	gr grey	gr grigio	gr gris
g grün	g green	g verde	g vert
o orange	o orange	o arancione	o orange
r rot	r red	r rosso	r rouge
s schwarz	s black	s nero	s noir
v violett	v violet	v violetto	v violet
w weiß	w white	w bianco	w blanc

Spanisch
1 fano
2 interruptor a masa
3 interruptor d luz
4 regulador de tension
5 generador
6 bobina de encendido
7 bujia
8 luz de trasera
9 conect multiple (3)
10 unidad cai
11 generador de impuls
12 conect multiple (4)
bl azul
br marron
ge amarillo
gr gris
g verde
o naranja
r rojo
s negro
v violeta
w blanco




<b>KTM</b> SERVICE	Model l	200 EXC '98 '99		Kabelstrangnummer	Land	Datum, Name	Zeichnungsnr	Änderungsstand	Kabelstrangbez
				vorne 523 11 075 000 hinten 503 11 076 000	USA	22 06 98 KE	200XCUSA		vo 200 EXC USA '98 hi 125-360 EXC '98



Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 fano	1 phare
2 Kurzschlußtaster	2 short-circuit button	2 interr cortocircuito	2 bouton d'arret
3 Lichtschalter	3 light switch	3 interr della luce	3 interr d'eclairage
4 Spannungsbegrenzer	4 voltage limiter	4 regol di tens	4 regulateur
5 Generator	5 generator	5 dinamo	5 generateur
6 Zündspule	6 ignition coil	6 bobina d'accens	6 bobine d'allumage
7 Zündkerze	7 spark plug	7 candela	7 bougie
8 Schlußlicht	8 rear light	8 fanale posteriore	8 feu arriere
9 3-pol Stecker	9 multip cont plug (3)	9 connettore a 3 poli	9 connect multiple (3)
10 CDI-Einheit	10 CDI-unit	10 CDI-seatola	10 CDI-unite
11 Impulsgeber	11 pulser coil	11 distributore	11 generateur d'impuls
12 4-pol Stecker	12 multip cont plug (4)	12 connettore a 4 poli	12 connect multiple (4)
13 CDI-Einheit	13 CDI-unit	13 CDI-seatola	13 boitier CDI
bl blau	bl blue	bl blu	bl bleu
br braun	br brown	br marrone	br brun
ge gelb	ge yellow	ge giallo	ge jaune
gr grau	gr grey	gr grigio	gr gris
g grün	g green	g verde	g vert
o orange	o orange	o arancione	o orange
r rot	r red	r rosso	r rouge
s schwarz	s black	s nero	s noir
v violett	v violet	v violetto	v violet
w weiß	w white	w bianco	w blanc

Spanisch	
1 fano	1 faro
2 interr cortocircuito	2 interruptor a masa
3 interr della luce	3 interruptor d' luz
4 regol di tens	4 regulador de tension
5 dinamo	5 generador
6 bobina d'accens	6 bobina de encendido
7 candela	7 bujia
8 fanale posteriore	8 luz de trasera
9 connettore a 3 poli	9 conect multiple (3)
10 CDI-seatola	10 unidad cdi
11 distributore	11 generador de impuls
12 connettore a 4 poli	12 conect multiple (4)
13 CDI-seatola	13 unidad cdi
bl blu	bl azul
br marrone	br marron
ge giallo	ge amarillo
gr grigio	gr gris
g verde	g verde
o arancione	o naranja
r rosso	r rojo
s nero	s negro
v violetto	v violeta
w bianco	w blanco





**SERVICE**

Model 11

**125/200/250/300 EXC 2000**

Land

**USA**

Datum, Name

22.06.98 KE

Zeichnungsnr

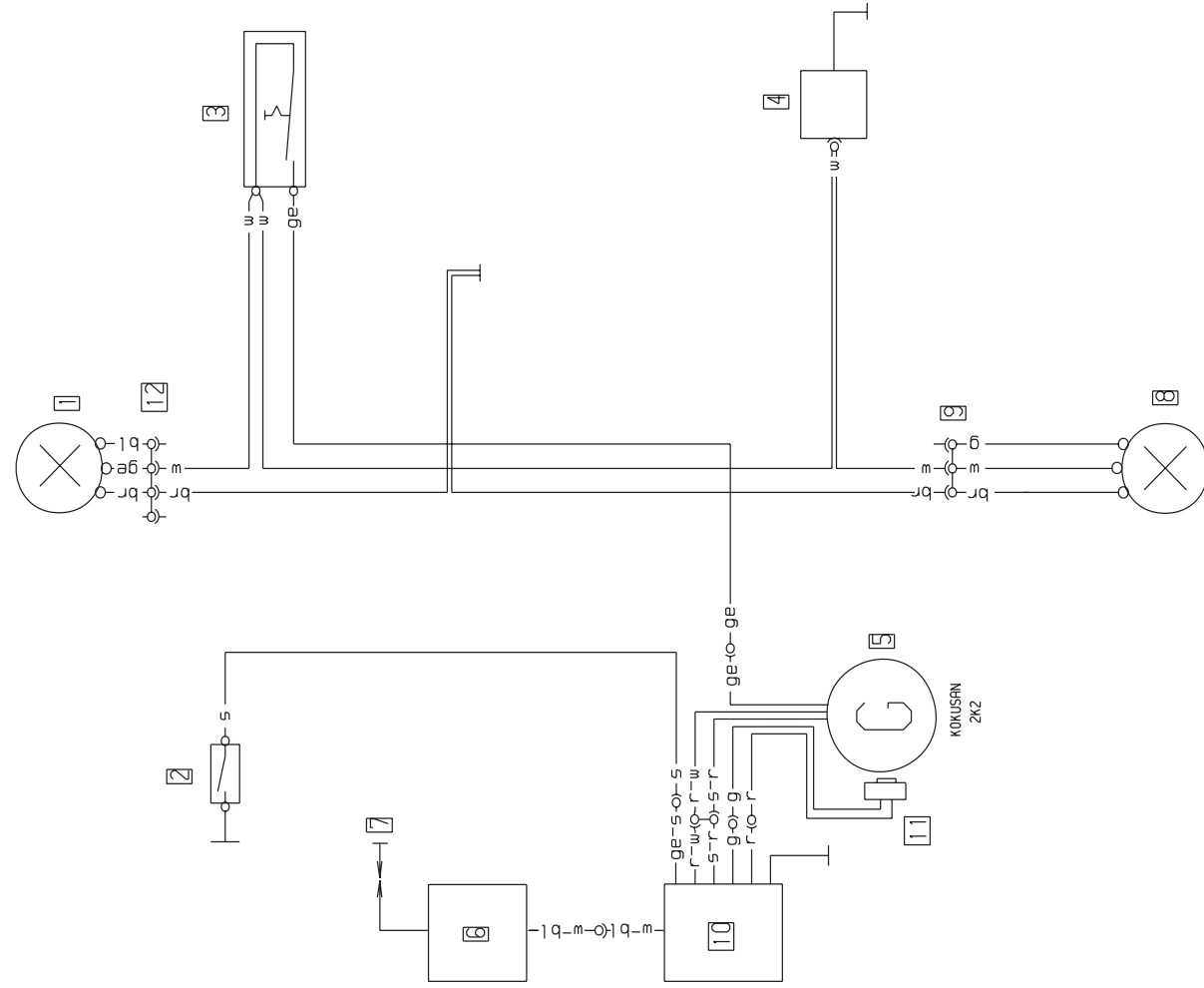
1-3XCUSA

Änderungsstand

Kabelstrangbezeichnung

vo 125-EXC USA '98  
hi 125-380 EXC '98

Kabelstrangnummer  
vorne 503 111 075 000  
hinten 503 111 076 000



Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 foro	1 phare
2 Kurzschlußlöster	2 short-circuit button	2 interr cortocircuito	2 bouton d'arret
3 Lichtschalter	3 light switch	3 interr della luce	3 interr d'eclairage
4 Spannungsbegrenzer	4 voltage limiter	4 regol di tens	4 regulateur
5 Generator	5 generator	5 dinamo	5 generateur
6 Zündspule	6 ignition coil	6 bobina d'accens	6 bobine d'allumage
7 Zündkerze	7 spark plug	7 candela	7 bougie
8 Schlußlicht	8 rear light	8 fanale posteriore	8 feu arriere
9 3-pol Stecker	9 multip cont plug (3)	9 connettore a 3 poli	9 connect multiple (3)
10 CDI-Einheit	10 CDI-unit	10 CDI-sestoia	10 CDI-unite
11 Impulsgeber	11 pulser coil	11 distributore	11 generateur d'impuls
12 4-pol Stecker	12 multip cont plug (4)	12 connettore a 4 poli	12 connect multiple (4)
bl blau	bl blue	bl blu	bl bleu
br braun	br brown	br marrone	br brun
ge gelb	ge yellow	ge giallo	ge jaune
gr grau	gr grey	gr grigio	gr gris
g grün	g green	g verde	g vert
o orange	o orange	o arancione	o orange
r rot	r red	r rosso	r rouge
s schwarz	s black	s nero	s noir
v violett	v violet	v violetto	v violet
w weiß	w white	w bianco	w blanc

Spanisch

1 foro  
2 interruptor o masa  
3 interruptor d'luz  
4 regulador de tension  
5 generador  
6 bobina de encendido  
7 bujia  
8 luz de trasera  
9 conect multiple (3)  
10 unidad cdi  
11 generador de impuls  
12 conect multiple (4)

bl azul  
br marron  
ge amarillo  
gr gris  
g verde  
o naranja  
r rojo  
s negro  
v violeta  
w blanco

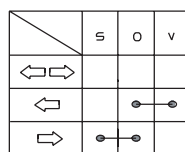


Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 faro	1 phare
2 Standlicht	2 parking light	2 luce di posizione	2 feu de position
3 Blinker li vo	3 turn indic left fr	3 lampegg ant sn	3 clignoteur av gauche
4 Blinker re vo	4 turn indic right fr	4 lampegg ant dx	4 clignoteur av droit
5 Tachobeleuchtung	5 speedometer light	5 luce di tachimetro	5 éclair comp vitesse
6 Fernlichtkontrolle	6 high beam indicator	6 spia abbagliante	6 témoin feu route
7 Blinkerkontrolle	7 turn indicator	7 spia lampeggiatori	7 témoin de clignoteur
8 4-pol Stecker	8 multip cont plug (4)	8 connettore a 4 poli	8 connect multiple (4)
10 zum Kombischalter	10 to combinat switch	10 multicomando	10 commodo
11 Bremslichtsch vo	11 stoplight switch f	11 int luce arresto ant	11 contact de stop av
12 Bremslichtsch hi	12 stoplight switch r	12 int luce arresto post	12 contact Harr de stop
13 Horn	13 horn	13 clacson	13 klaxon
14 Blinkgeber	14 turn indicator	14 trasmett di lampeg	14 centrale clignot
15 CDI-Einheit	15 CDI-unit	15 CDI-seatola	15 boitier CDI
16 Zündkerze	16 spark plug	16 candela	16 bougie
17 Zündspule	17 ignition coil	17 bobina d'accens	17 bobine d'allumage
18 Generator	18 generator	18 dinamo	18 generateur
19 Kondensator	19 capacitor	19 condensatore	19 condensateur
20 Spannungsregler	20 voltage regulator	20 regol di tens	20 regulateur
22 Stecksicherung 10A	22 fuse 10A	22 fusibile 10A	22 fusible 10A
23 6-pol Stecker	23 multip cont plug (6)	23 connettore a 6 poli	23 connect multiple (6)
24 Blinker li hi	24 blinker left rear	24 lampegg post sn	24 clign arr gauche
25 Blinker re hi	25 blinker right rear	25 lampegg post dx	25 clign arr droite
26 Brems-Schlußlicht	26 rear-stoplight	26 fanal post di freno	26 feu arr et de stop
27 Blinkerschalter	27 blink switch	27 int lampeggiatori	27 contact d clignoteur
29 3-pol Stecker	29 multip cont plug (3)	29 connettore a 3 poli	29 connect multiple (9)

Deutsch	Englisch	Italienisch	Französisch	Spanisch
bl blau	bl blue	bl blu	bl bleu	bl azul
br braun	br brown	br marrone	br brun	br marron
ge gelb	ge yellow	ge giallo	ge jaune	ge amarillo
gr grau	gr grey	gr grigio	gr gris	gr gris
g grün	g green	g verde	g vert	g verde
o orange	o orange	o arancione	o orange	o naranja
r rot	r red	r rosso	r rouge	r rojo
s schwarz	s black	s nero	s noir	s negro
v violett	v violet	v violetto	v violet	v violeta
w weiß	w white	w bianco	w blanc	w blanco

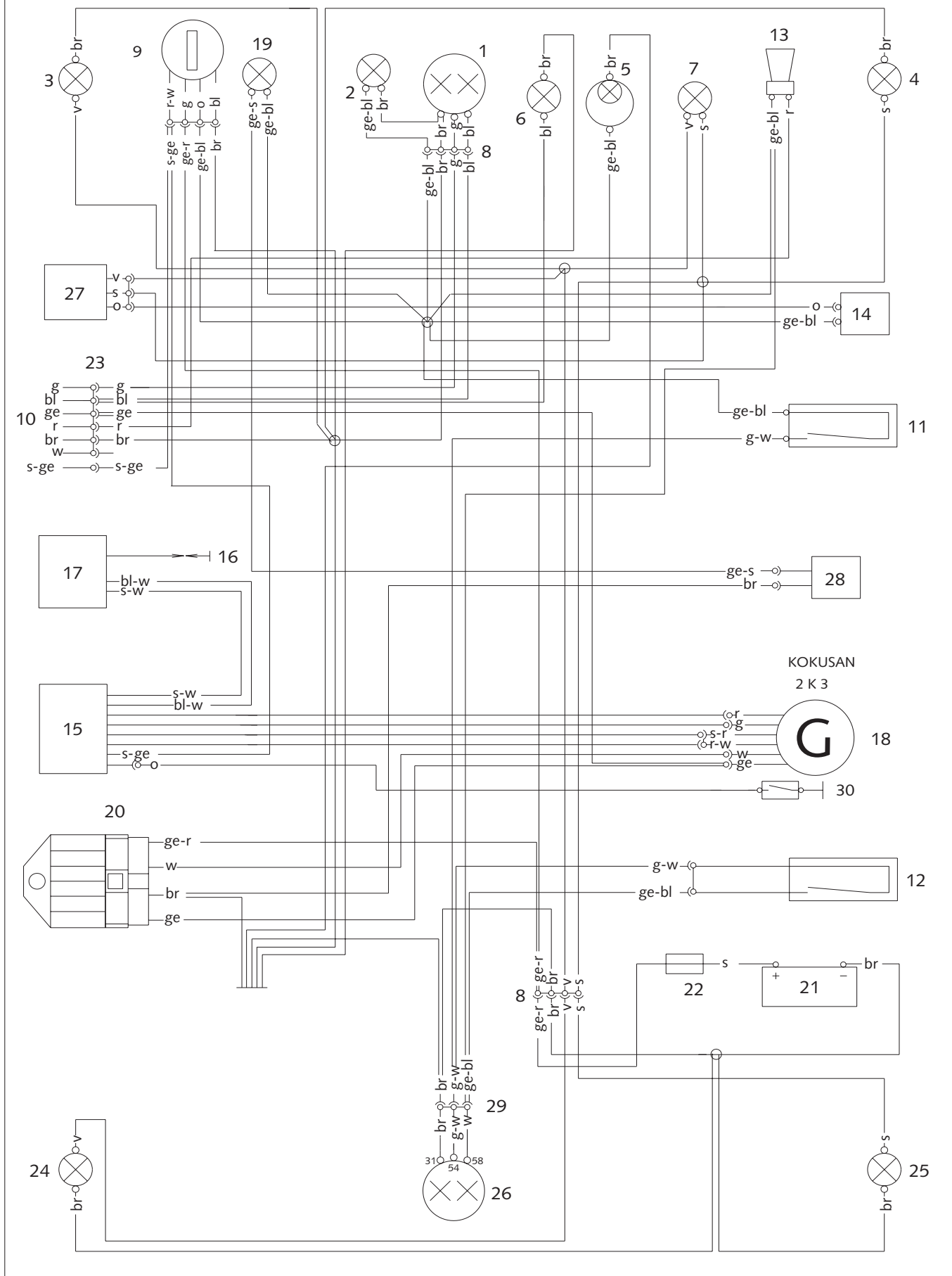
Spanisch
1 faro
2 luz de posicion
3 interm izquierdo delantero
4 intermitente derecho delantero
5 luz tacometro
6 lampara aviso luces largas
7 lampara aviso intermitentes
8 conector multiple (4)
10 interruptor combinado
11 interr luz de freno del
12 interr luz de fren tras
13 claxon
14 conjunto del intermitente
15 unidad cdi
16 bujia
17 bobina de encendido
18 generator
19 condensador
20 regulador de tension
22 fusible principal 10A
23 conector multiple (6)
24 intermitente izquierdo trasero
25 intermitente derecho trasero
26 luz de freno trasero
27 interruptor clignoteur
29 conector multiple (3)

Blinkerschalter



Kontaktbelegung -  
Lichtschalter (Typ CEV 9610)

	g	bl	ge	w	ge /s	r	br
LICHT $\odot$							
Abblendl	●	●	●	●			
Fernlicht		●	●	●			
HUPE						●	●
ZÜNDUNG AUS					●	●	
	5	2	1	3	6	4	



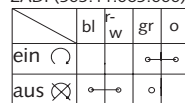
KTM 125 EXE 2000/2001, 125 SUPERMOTO 2000/2001

Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 faro	1 phare
2 Standlicht	2 parking light	2 luce di posizione	2 feu de position
3 Blinker li vo	3 turn indic.left fr.	3 lampegg.ant.sn.	3 clignoteur av gauche
4 Blinker re vo	4 turn indic.right fr.	4 lampegg.ant.dx.	4 clignoteur av.droit
5 Tachobeleuchtung	5 speedometer light	5 luce di tachimetro	5 éclair.comp.vitesse
6 Fernlichtkontrolle	6 high beam indicator	6 spia abbagliante	6 témoin feu route
7 Blinkerkontrolle	7 turn indicator	7 spia lampeggiatori	7 témoin de clignoteur
8 4-pol.Stecker	8 multip.cont.plug (4)	8 connettore a 4 poli	8 connect.multiple (4)
9 Zündschloss	9 ignition lock	9 accensione	9 contact.d'allum.
10 zum Kombischalter	10 to combinat. switch	10 multicomando	10 commodo
11 Bremslichtsch. vo	11 stoplight switch f.	11 int.luce arresto ant	11 contact de stop av.
12 Bremslichtsch. hi	12 stoplight switch r.	12 int.luce arresto post	12 contact Harr.de stop
13 Horn	13 horn	13 clacson	13 klaxon
14 Blinkgeber	14 turn indicator	14 trasmett. di lampeg.	14 centrale clignot.
15 CDI-Einheit	15 CDI-unit	15 CDI-seatola	15 boitier CDI
16 Zündkerze	16 spark plug	16 candela	16 bougie
17 Zündspule	17 ignition coil	17 bobina d'accens.	17 bobine d'allumage
18 Generator	18 generator	18 dinamo	18 generateur
19 Ölkontrolleuchte	19 oil level tell tale	19 contr.d.liv.d'olio	19 contr.de niv d huile
20 Spannungsregler	20 voltage regulator	20 regol. di tens.	20 régulateur
21 Batterie 3Ah	21 battery 3Ah	21 batteria 3Ah	21 batterie 3Ah
22 Stecksicherung 10A	22 fuse 10A	22 fusibile 10A	22 fusible 10A
23 6-pol.Stecker	23 multip.cont.plug (6)	23 connettore a 6 poli	23 connect.multiple (6)
24 Blinker li hi	24 blinker left rear	24 lampegg.post.sn	24 clign.arr.gauche
25 Blinker re hi	25 blinker right rear	25 lampegg.post.dx.	25 clign.arr.droite
26 Brems-Schlusslicht	26 rear-stoplight	26 fanal.post.di freno	26 feu arr.et de stop
27 Blinkerschalter	27 blink switch	27 int. lampeggiatori	27 contact.d.clignoteur
28 Ölstandgeber	28 oil level sensor	28 liv.d'olio transmet.	28 niv.d'huile transmet
29 3-pol. Stecker	29 multip.cont.plug (3)	29 connettore a 3 poli	29 connect.multiple (3)
30 kontaktstift 3.Gang	30 gear switch 3.gear	30 secondo marcia	30 cont.d.boite d.vites

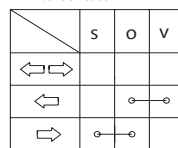
Deutsch	Englisch	Italienisch	Französisch	Spanisch
bl blau	bl blue	bl blu	bl bleu	bl azul
br braun	br brown	br marrone	br brun	br marron
ge gelb	ge yellow	ge giallo	ge jaune	ge amarillo
gr grau	gr grey	gr grigio	gr gris	gr gris
g grün	g green	g verde	g vert	g verde
o orange	o orange	o arancione	o orange	o naranja
r rot	r red	r rosso	r rouge	r rojo
s schwarz	s black	s nero	s noir	s negro
v violett	v violet	v violetto	v violet	v violeta
w weiss	w white	w bianco	w blanc	w blanco

Spanisch
1 faro
2 luz de posicion
3 interm. izquierdo delantero
4 intermitente derecho delantero
5 luz tacometro
6 lampara aviso luces largas
7 lampara aviso intermitentes
8 conector multiple (4)
9 llave de contacto
10 interruptor combinado
11 interr. luz de freno del.
12 interr. luz. de fren tras.
13 claxon
14 conjunto del intermitente
15 unidad cdi
16 bujia
17 bobina de encendido
18 generador
19 contr.del nivel del aceite
20 regulador de tension
21 bateria 12V 3Ah
22 fusible principal 10A
23 conector multiple (6)
24 intermitente izquierdo trasero
25 intermitente derecho trasero
26 luz de freno trasero
27 interruptor clignoteur
28 sensor.del nivel del aceite
29 conector multiple (3)
30 interruptor de cambio (3)

Zündschloss  
ZADI (503.11.065.000)



Blinkerschalter



Kontaktbelegung -  
Lichtschalter (Typ CEV 9610)

	g	bl	ge	w	s/ ge	r	br
LICHT							
Abblendl.							
Fernlicht							
HUPE							
ZÜNDUNG AUS							
	5	2	1	3	6	4	



SERVICE

Modell  
125-200 EXC 2001/2002

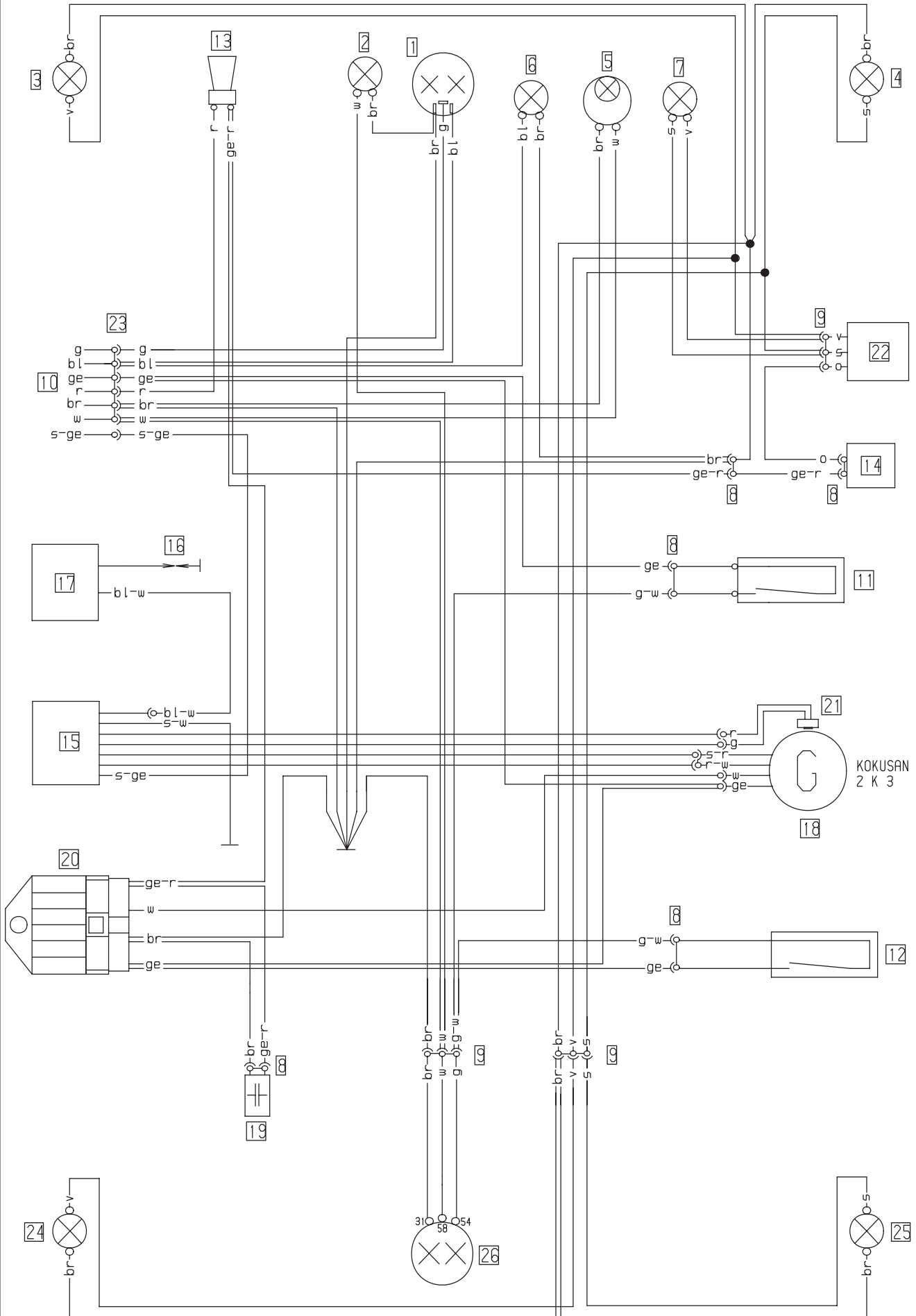
Kabelstrangnummer  
 vorne 503 11 075 700  
 hinten 503 14 040 100  
 Blinkerstrang vorne 590 11 080 000  
 Blinkerstrang hinten 590 11 081 000

Land

EU

Datum, Name  
04 05 00 KE

Dateiname  
EXC2001





# KTM 125-200 EXC 2001/2002

Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 faro	1 phare
2 Standlicht	2 position light	2 luce di posizione	2 feu de position
3 Blinker li vo	3 turn indic left fr	3 lampegg ant sn	3 clignoteur av gauche
4 Blinker re vo	4 turn indic right fr	4 lampegg ant dx	4 clignoteur av droit
5 Tachobeleuchtung	5 speedometer light	5 luce di tachimetro	5 éclair comp vitesse
6 Fernlichtkontrolle	6 high beam indicator	6 spia abbagliante	6 témoin feu route
7 Blinkerkontrolle	7 turn indicator	7 spia lampeggiatori	7 témoin de clignoteur
8 2-pol Stecker	8 multip cont plug (2)	8 connettore a 2 poli	8 connect multiple (2)
9 3-pol Stecker	9 multip cont plug (3)	9 connettore a 3 poli	9 connect multiple (3)
10 zum Kombischalter	10 to combinat switch	10 multicomando	10 commodo
11 Bremslichtsch vo	11 stoplight switch f	11 int luce arresto ant	11 contact de stop av
12 Bremslichtsch hi	12 stoplight switch r	12 int luce arresto post	12 contact Harr de stop
13 Horn	13 horn	13 clacson	13 klaxon
14 Blinkgeber	14 turn indicator	14 trasmett di lampeg	14 centrale clignot
15 CDI	15 CDI	15 CDI	15 CDI
16 Zündkerze	16 spark plug	16 candela	16 bougie
17 Zündspule	17 ignition coil	17 bobina d'accens	17 bobine d'allumage
18 Generator	18 generator	18 dinamo	18 generateur
19 Kondensator	19 capacitor	19 condensatore	19 condensateur
20 Spannungsregler	20 voltage regulator	20 regol di tens	20 regulateur
21 Impulsgeber	21 pulser coil	21 trasmett d'impulsi	21 generateur d'impuls
22 Blinkerschalter	22 blink switch	22 int lampeggiatori	22 contact d clignateur
23 6-pol Stecker	23 multip cont plug (6)	23 connettore a 6 poli	23 connect multiple (6)
24 Blinker li hi	24 blinker left rear	24 lampegg post sn	24 clign arr gauche
25 Blinker re hi	25 blinker right rear	25 lampegg post dx	25 clign arr droite
26 Brems-Schlußlicht	26 rear-stoplight	26 fanal post di freno	26 feu arr et de stop

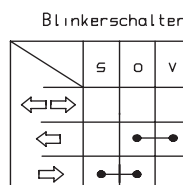
Art No 3.206.005 -E

Deutsch	Englisch	Italienisch	Französisch	Spanisch
bl blau	bl blue	bl blu	bl bleu	bl azul
br braun	br brown	br marrone	br brun	br marron
ge gelb	ge yellow	ge giallo	ge jaune	ge amarillo
gr grau	gr grey	gr grigio	gr gris	gr gris
g grün	g green	g verde	g vert	g verde
o orange	o orange	o arancione	o orange	o naranja
r rot	r red	r rosso	r rouge	r rojo
s schwarz	s black	s nero	s noir	s negro
v violett	v violet	v violetto	v violet	v violeta
w weiß	w white	w bianco	w blanc	w blanco

Spanisch
1 faro
2 luz de posicion
3 interm izquierdo delantero
4 intermitente derecho delantero
5 luz tacometro
6 lampara aviso luces largas
7 lampara aviso intermitentes
8 conector multiple (2)
9 conector multiple (3)
10 interruptor combinado
11 interr luz de freno del
12 interr luz de fren tras
13 claxon
14 conjunto del intermintente
15 CDI
16 bujia
17 bobina de encendido
18 generador
19 condensador
20 regulador de tension
21 generado de impulsos
22 interruptor clignoteur
23 conector multiple (6)
24 intermitente izquierdo trasero
25 intermitente derecho trasero
26 luz de freno trasero

Kontaktbelegung -  
Lichtschalter (Typ CEV 9610)

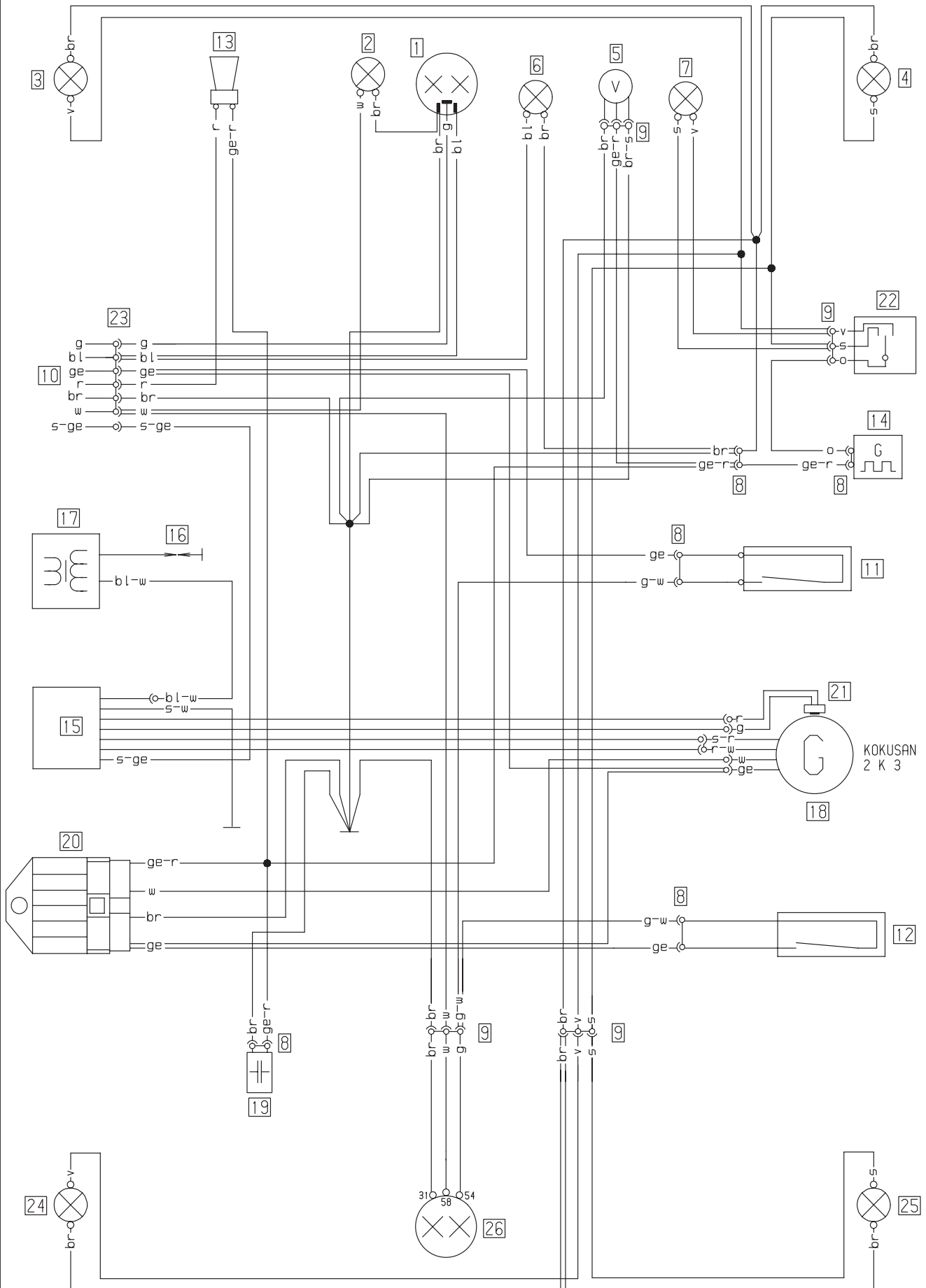
	g	bl	ge	w	ge /s	r	br
Lights							
LO beam	●	●	●				
HI beam		●	●	●			
Horn						●	●
Engine off					●	●	
	5	2	1	3	6	4	



Repair manual KTM 125 / 200







# KTM 125-200 EXC 2003





Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 fano	1 phare
2 Standlicht	2 position light	2 luce di posizione	2 feu de position
3 Blinker li vo	3 turn indic. left fr.	3 lampegg. ant. sn.	3 clignoteur av. gauche
4 Blinker re vo	4 turn indic. right fr.	4 lampegg. ant. dx.	4 clignoteur av. droit
5 Tacho	5 speedometer	5 tachimetro	5 compteur
6 Fernlichtkontrolle	6 high beam indicator	6 spia abbagliante	6 témoin feu route
7 Blinkerkontrolle	7 turn indicator	7 spia lampeggiatori	7 témoin de clignoteur
8 2-pol. Stecker	8 multip. cont. plug (2)	8 connettore a 2 poli	8 connect. multiple (2)
9 3-pol. Stecker	9 multip. cont. plug (3)	9 connettore a 3 poli	9 connect. multiple (3)
10 zum Kombischalter	10 to combinat. switch	10 multicomando	10 commodo
11 Bremslichtsch. vo	11 stoplight switch f.	11 int. luce arresto ant.	11 contact de stop av.
12 Bremslichtsch. hi	12 stoplight switch r.	12 int. luce arresto post.	12 contact Harr. de stop
13 Horn	13 horn	13 clacson	13 klaxon
14 Blinkgeber	14 turn indicator	14 trasmett. di lampeg.	14 centrale clignot.
15 CDI	15 CDI	15 CDI	15 CDI
16 Zündkerze	16 spark plug	16 candela	16 bougie
17 Zündspule	17 ignition coil	17 bobina d'accens.	17 bobine d'allumage
18 Generator	18 generator	18 dinamo	18 generateur
19 Kondensator	19 capacitor	19 condensatore	19 condensateur
20 Spannungsregler	20 voltage regulator	20 regol. di tens.	20 regulateur
21 Impulsgeber	21 pulser coil	21 trasmett. d'impulsi	21 generateur d'impuls.
22 Blinkerschalter	22 blink switch	22 int. lampeggiatori	22 contact d.clignoteur
23 6-pol. Stecker	23 multip. cont. plug (6)	23 connettore a 6 poli	23 connect. multiple (6)
24 Blinker li hi	24 blinker left rear	24 lampegg. post. sn.	24 clign. arr. gauche
25 Blinker re hi	25 blinker right rear	25 lampegg. post. dx.	25 clign. arr. droite
26 Brems-Schlußlicht	26 rear-stoplight	26 fanal. post. di freno	26 feu arr. et de stop

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Deutsch	Englisch	Italienisch	Französisch	Spanisch
bl blau	bl blue	bl blu	bl bleu	bl azul
br braun	br brown	br marrone	br brun	br marron
ge gelb	ge yellow	ge giallo	ge jaune	ge amarillo
gr grau	gr grey	gr grigio	gr gris	gr gris
g grün	g green	g verde	g vert	g verde
o orange	o orange	o arancione	o orange	o naranja
r rot	r red	r rosso	r rouge	r rojo
s schwarz	s black	s nero	s noir	s negro
v violett	v violet	v violetto	v violet	v violeta
w weiß	w white	w bianco	w blanc	w blanco

Spanisch
1 fano
2 luz de posicion
3 interm. izquierdo delantero
4 intermitente derecho delantero
5 tacometro
6 lampara aviso luces largas
7 lampara aviso intermitentes
8 conector multiple (2)
9 conector multiple (3)
10 interruptor combinado
11 interr. luz de freno del.
12 interr. luz. de fren tras.
13 claxon
14 conjunto del intermintente
15 CDI
16 bujia
17 bobina de encendido
18 generador
19 condensador
20 regulador de tension
21 generado de impulsos
22 interuptor clignoteur
23 conector multiple (6)
24 intermitente izquierdo trasero
25 intermitente derecho trasero
26 luz de freno trasero

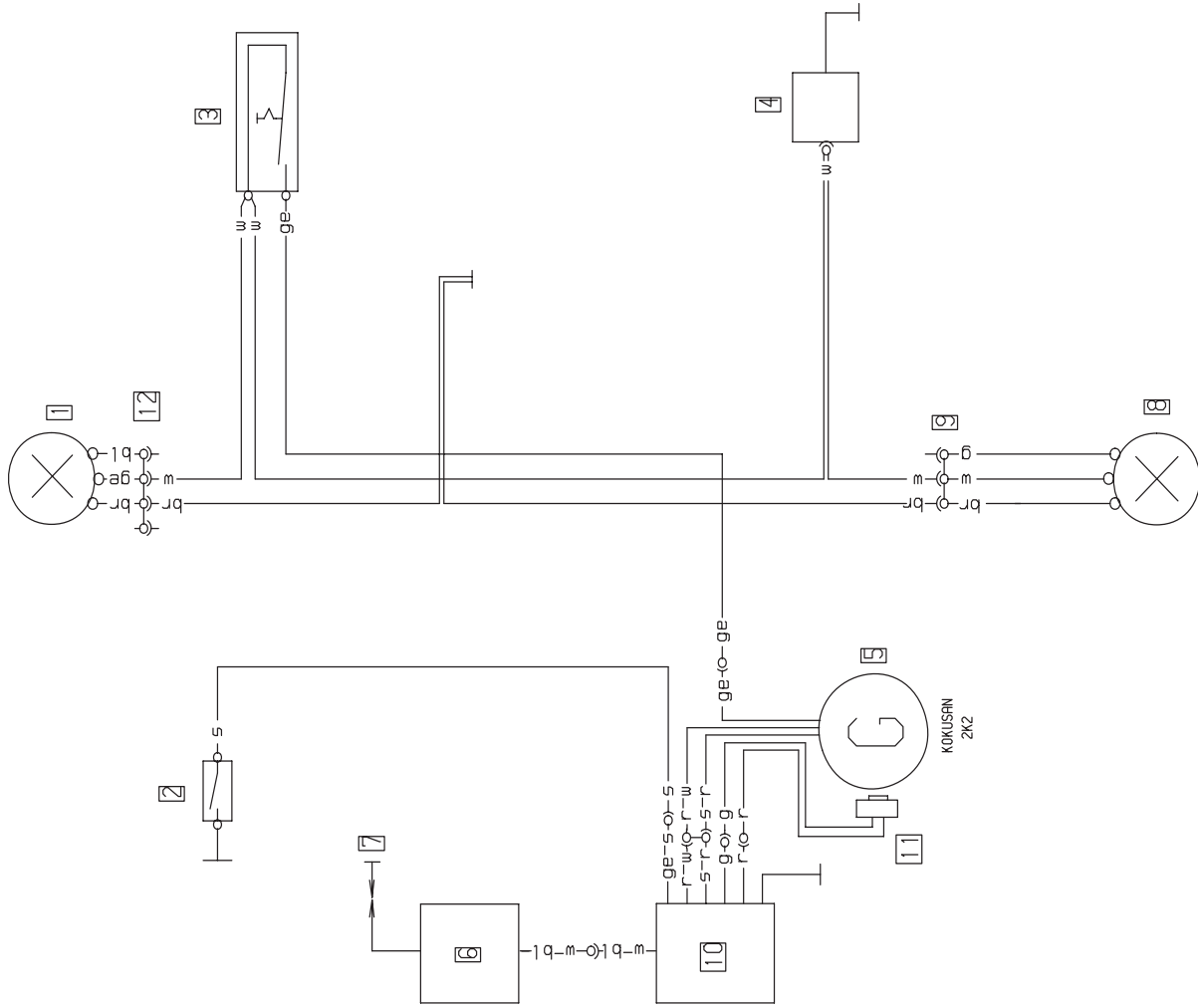
Kontaktbelegung - Lichtschalter

	g	bl	ge	w	s/ ge	r	br
Lights ●							
LO beam 	●	●	●				
Hi beam 		●	●	●			
Horn 						●	●
Engine off 					●	●	
	5	2	1	3	6	4	

Blinkerschalter

	s	o	v
			●
		●	
	●		

Repair manual KTM 125 / 200



Deutsch	Englisch	Italianisch	Französisch
1 Scheinwerfer	1 headlight	1 fero	1 phare
2 Kurzschlußtaster	2 short-circuit button	2 interr cortocircuito	2 bouton d'arret
3 Lichtschalter	3 light switch	3 interr della luce	3 interr d' eclairage
4 Spannungsbegrenzer	4 voltage limiter	4 regol di tens	4 regulateur
5 Generator	5 generator	5 dinamo	5 generateur
6 Zündspule	6 ignition coil	6 bobina d'accens	6 bobine d'allumage
7 Zündkerze	7 spark plug	7 candela	7 bougie
8 Schlußlicht	8 rear light	8 fanale posteriore	8 feu arriere
9 3-pol. Stecker	9 multip cont plug (3)	9 connettore a 3 poli	9 connect multiple (3)
10 CDI-Einheit	10 CDI-unit	10 CDI-seatola	10 CDI-unite
11 Impulsgeber	11 pulser coil	11 distributore	11 generateur d'impuls
12 4-pol. Stecker	12 multip cont plug (4)	12 connettore a 4 poli	12 connect multiple (4)
bl blau	bl blue	bl blu	bl bleu
br braun	br brown	br marrone	br brun
ge gelb	ge yellow	ge giallo	ge jaune
gr grau	gr grey	gr grigio	gr gris
g grün	g green	g verde	g vert
o orange	o orange	o arancione	o orange
r rot	r red	r rosso	r rouge
s schwarz	s black	s nero	s noir
v violett	v violet	v violetto	v violet
w weiß	w white	w bianco	w blanc

Spanisch	
1	faro
2	interruptor a masa
3	interruptor d' luz
4	regulador de tension
5	generador
6	bobina de encendido
7	bujia
8	luz de trasera
9	conect multiple (3)
10	unidad cdi
11	generador de impuls
12	conect multiple (4)
bl	azul
br	marron
ge	amarillo
gr	gris
g	verde
o	naranja
r	rojo
s	negro
v	violeta
w	blanco